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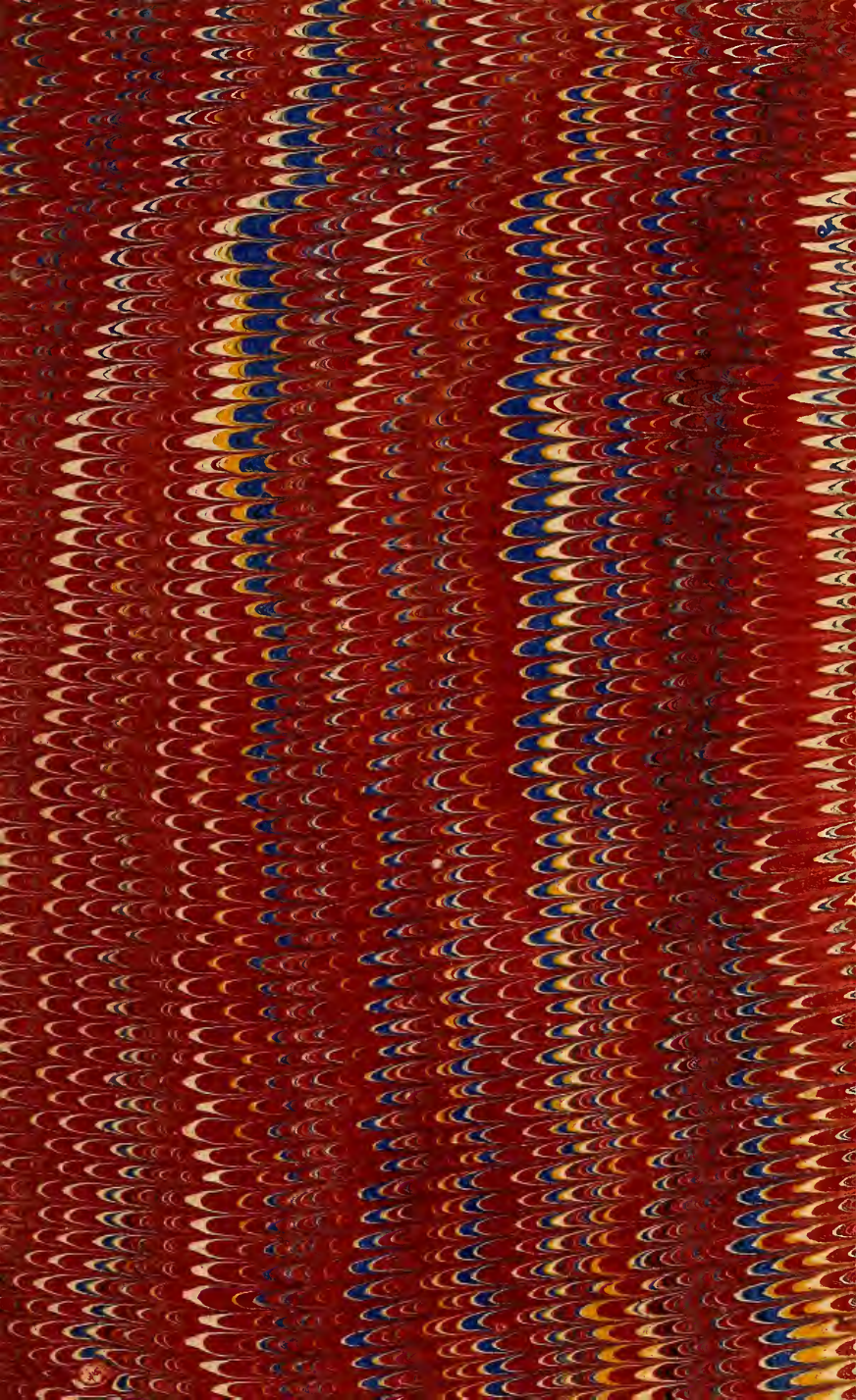
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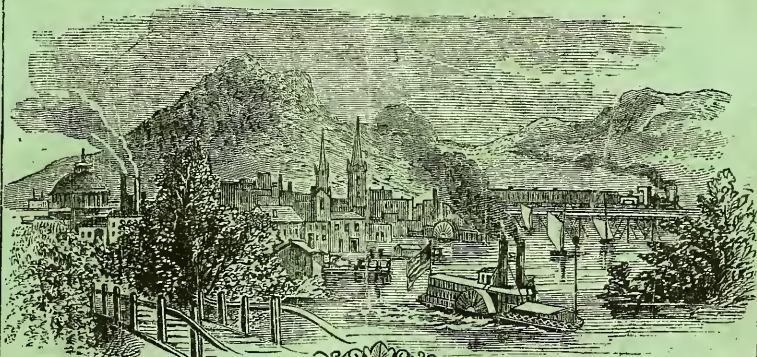


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W. 3

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LAKE GEORGE, LAKE CHAMPLAIN, ADIRONDACK M'T'NS,
AND
Montreal.



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ALBANY, N. Y.

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Ten per cent. reduction from rates to practical Homœopathists.

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All Policies Incontestable and Non-forfeitable.

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AND BY SPECIAL ACT,

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JAMES HENDRICK, Vice-President.

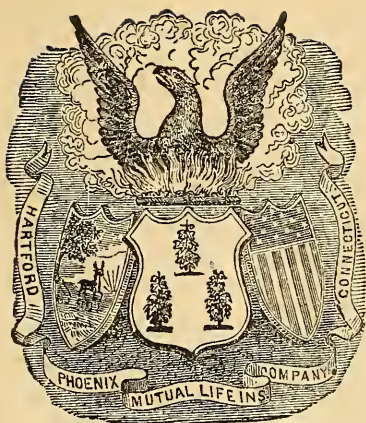
LOUIS B. SMITH, Secretary.

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All men think all men mortal but themselves.

Insure while in health; the sense of security is worth the cost.

Insure Now! Present action will secure future comfort.



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Mutual Life

Insurance Company

HARTFORD, CONN.

Assets, November 1, 1868,

OVER

\$3,500,000.

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Its Policies are the freest from restrictions as to travel, residence, and employment, of any company in the land. Its premiums are as low as those of any safe company. Its dividends have been uniformly 50 per cent. during last four years. Its dividends are always based on full premium paid. It charges no extra premium on lives of females. It offers all the advantages of a Cash and Note Company. It is prompt in settling all just claims.

That the public appreciates these advantages, is manifest from the following

TABLE OF COMPARISONS OF THE BUSINESS,

For the year ending June 15, 1868, with the Business for the year preceding, of the PHOENIX MUTUAL LIFE INSURANCE COMPANY.

Number of Policies issued during year.....	7,167
Number of Policies issued during previous year.....	4,331
Increase.....	2,836
Rate of increase, 65 per cent.	
Amount insured during year.....	\$19,685,254
Amount insured during previous year.....	10,792,749
Increase.....	\$8,892,505
Rate of increase, 82 per cent.	
Income for the year.....	\$1,445,211 50
Income for the previous year.....	914,882 60
Increase.....	\$530,328 90
Rate of increase, 58 per cent.	
Assets June 15, 1868.....	\$2,992,840 11
Assets June 15, 1867.....	1,745,507 72
Increase.....	\$1,246,332 39
Rate of increase, 71 per cent.	
Received from Interest, 1868.....	\$146,808 33
Paid in Losses, in 1868.....	114,140 34
Showing that the Company received.....	\$32,667 99
more from interest than it paid in losses.	

INSURE IN THE "PHOENIX MUTUAL," OF HARTFORD, CONN.

J. F. BURNS,
Secretary.

E. FESSENDEN,
President

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Rates Lower than any other State or National Company.

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All premiums, policies, and dividends in cash.

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
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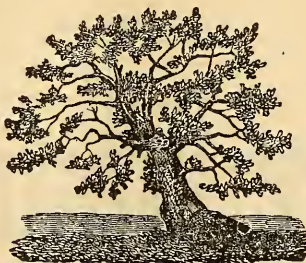
CONN.

ASSETS

\$5,250,000,

and rapidly

increasing.



ANNUAL INCOME

\$3,250,000,

and constantly

enlarging.

Policies issued, nearly 40,000. Losses paid, \$1,750,000. Dividends paid \$1,500,000. Annual dividends paid, commencing with first renewal.

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be used elsewhere as well.

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Pocket Lantern

VERY LIGHT, STRONG, AND DURABLE. Can be folded and carried in the
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"No Life Insurance Company ever achieved so complete a success as this popular institution. Its prosperity is a together *unprecedented* in the annals of commercial enterprise in this country.

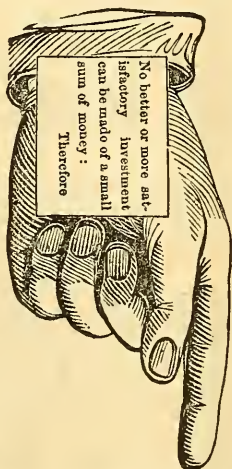
The Ætna is a Company that can be thoroughly trusted. It is sound, prompt, and progressive."

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AUSTIN DUNHAM, Vice-Pres't.

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OF HARTFORD, CONNECTICUT.

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NEW YORK TO ALBANY,

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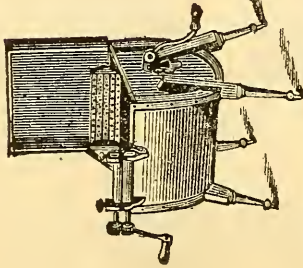


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1869



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Also First Premium from every Fair where Exhibited in the East, West, North & South.

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These GUIDES describe all CITIES, TOWNS and STATIONS on the routes, giving items of interest to the traveller for business or pleasure, and **HANDSOMELY COLORED AND VERY PERFECT MAPS**, enabling the traveller at every part of his journey to mark his precise locality, and recognize the surrounding scenery.

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SILVER HUNTING WATCHES, \$18

GOLD HUNTING WATCHES, 18 carat Cases, . . \$80

GOLD HUNTING WATCHES, LADIES' SIZE, . . \$70

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We will send them by Express, with bill to collect on delivery, to all parts of the country, with privilege to the purchaser to examine the Watch before paying ; and any Watch that does not perform well can be exchanged, or the money will be cheerfully refunded.

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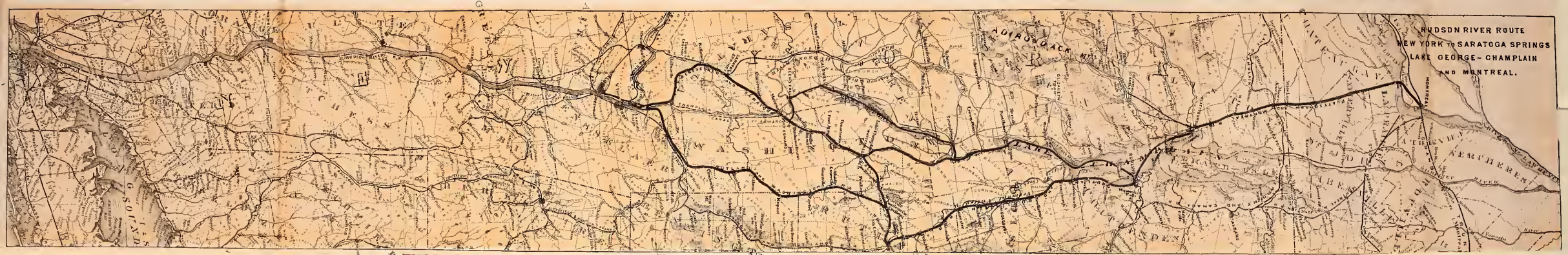
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Jewelers and Silversmiths,
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Every one visiting New York is invited to call at our establishment









61889



THE HUDSON RIVER.

AMONG the thousand streams which drain the great Atlantic slope of North America, none is more attractive than the noble river at whose mouth stands the Empire City of the Western World. The magnificent bay through which it enters the ocean, the broad and deep waters which afford safe and easy navigation for large vessels a hundred and fifty miles inland, and the rich and beautiful country through which it flows, combine to render the Hudson River the most interesting among the streams of America.

The annually increasing army of tourists and pleasure-seekers which opens its campaign early every spring, and continues its march until late in the fall, sends every year a stronger corps of observation to the Hudson; and tourists find the great metropolis is the most agreeable and convenient starting-point for their summer excursion. Nowhere can a traveling outfit be so advantageously procured; and a few days' sojourn amidst the whirl of business and fashion, which reaches its height just before the annual hegira to mountains, lakes, and forests, is usually a pleasant episode for pleasure-seekers of both sexes.

The European visiting America can have no better introduction to the Western Continent than that which is afforded

by a voyage up the Hudson ; and travelers generally will find that the river forms naturally the first stage of any extended pleasure-tour through the Northern and Eastern States.

SCENERY.

No change can be more charming than that from the glaring walls and pavements of New York to the sparkling waves and green banks of the river. In a few seconds, the traveler is transported from the dusty streets, with their deafening roar of traffic, to the broad river swept by the fresh sea-breeze, and stretching before him as far as the eye can reach, dotted with sails, sparkling in the sunlight, and bordered by scenery which is unrivaled by that of any other river on the Atlantic coast.

Scarcely has the traveler passed beyond the limits of the metropolis, when he is charmed by the green wooded hills of Westchester County on the one hand, and awed by the frowning precipices of the Palisades on the other. For twenty miles this mighty dyke of basaltic trap-rock shuts off the western sky, then suddenly disappears, and the view opens upon the rolling hills of Rockland County and the blue outline of the distant Ramapo Mountains ; while on the east bank are thriving towns and elegant country-seats in almost continuous succession. Here, too, the river widens to the dimensions of a lake, which stretches its beautiful expanse nearly to the magnificent southern portal of the Highlands ; there it suddenly contracts to a channel half a mile in width, overhung by the scarred and rugged crags of the *Donderberg* and *Anthony's Nose*. For twenty miles above, the river winds amid the grand and rugged mountains of "*The Highlands*," at whose northern limit another portal opens, through which the swift steamer carries us to new scenes of beauty beyond.

Above the Highlands the banks continue high, and in some places precipitous, opening now and then as if to afford glimpses of the charming country on either side, until some thirty miles more have passed before us like a beautiful panorama, when the banks become still less abrupt, and the lofty range of the Catskill Mountains comes in full view to the westward. Of these we speak more fully in another place.

In short, the steamboat trip by daylight between New York and Albany is one which every traveler should make. The river is everywhere rich in historical, legendary, and poetical associations, while the unsurpassed scenery and the constant evidences of commercial activity combine to render the trip one of ever-varying, never-ceasing interest.

TOPOGRAPHY.

The Hudson has its most remote sources among the highest peaks of the Adirondack Mountains, 4,000 feet above tide-water. Its numerous upper branches unite in the neighborhood of Fort Edward, 180 miles from the ocean, and thence follow a southerly course, broken by numerous falls and rapids, to Troy, where it meets tide-water. The remaining 150 miles are navigable by large steamers and coasting craft. Ships can ascend to Hudson. The principal tributaries are the *Mohawk* and *Hoosick* rivers, the former rising in the central part of New York, and the latter in southern Vermont, both joining the Hudson near Troy, below which city the tributaries, though numerous, are small, none of them being navigable for more than two miles.

The mountain-ranges through or near which the Hudson passes are part of the *Appalachian* system. The *Highlands* are a continuation of the *Blue Ridge*, which, after crossing Pennsylvania and New York, ends in the Green Mountains

of Vermont and New Hampshire. The *Catsbergs* and *Hilderbergs* are continuations of the westward ranges of the *Alleghanies*.

The mean rise and fall of the tide at New York is about five feet, and at Albany two and a half feet.

GEOLOGY.

The geology of the Hudson is of so complex a nature that it is difficult in a few words to give even its general characteristics. In the nomenclature of State surveys, it is part of the "New York system," which corresponds to the Silurian and Devonian systems of European geologists. From the mouth of the river to the northern limit of the Highlands, the prevailing rocks are primary or igneous, such as granite and gneiss, containing no organic remains, but mixed, covered, and interstratified with shales, limestone, marble, serpentine, and sandstone; while the huge basaltic trap-dyke known as the *Palisades* rises like a wall along the river for twenty miles from its mouth, breaking up through the superincumbent strata of rock and drift, and forming a marked feature in the geological map, as in the landscape.

Above the Highlands the river flows through an extensive field of talco-argillaceous slate, which ranges from a gray color to almost black. In Dutchess County, veins of gold-bearing quartz are found injected into the cracks of this great slate system. Much of the drift of this region is formed of disintegrated slate. In Ulster County, water limestone is found in large quantities, and is very valuable for cement. Sandstone is found suitable for flagging. Further to the north the country is in ridges of sand or clay, mixed with slate in various stages of disintegration.

AGRICULTURE, ETC.

The river passes between the counties of Westchester

Bergen (N.J.), Rockland, Putnam, Orange, Dutchess, Ulster, Columbia, Greene, Rensselaer, and Albany. Of these, Rockland, Orange, and Dutchess counties may be mentioned as especially noted for the excellence of their dairy products. The two last-named of these counties are likewise famous breeding-places for trotting-horses. The celebrated Hambletonian stock is cultivated with great care, and some of the fastest trotters in the world have been raised and trained on the farms of this region. In the other counties hay and grain are cultivated to a considerable extent, and in some portions of them apples, pears, and other fruits are raised in large quantities. Albany and Rensselaer counties are especially favorable to the cultivation of fruits, particularly plums, which are raised in great variety and perfection. The difference in temperature above and below the Highlands is very remarkable—fruits and cereals often reaching perfection at Peekskill two weeks in advance of the same crops at Newburg, twenty miles north. This difference is caused in great part by the sea-breeze, which is checked by the abrupt southern slope of the Highlands, leaving the region above open only to the colder breezes from the north.

COMMERCE.

The Hudson, during the season when it is not obstructed by ice, is the channel of extensive and increasing traffic. It is the natural outlet for lumber from the vast forests of the north. This lumber is floated down the main stream and its branches during the high water of early spring, and several millions of feet are every year brought to market in this manner. The *Delaware and Hudson Canal* brings vast quantities of coal from Pennsylvania, and keeps numerous barges constantly plying between its junction with the river at Rondout and the various cities reached by water from that

point. The *Erie Canal*, connecting the Great Lakes with the ocean, through the Hudson River, affords means of transportation for Western produce and for the manufactured goods of the East. The immense "tows" of canal boats ascending and descending the river form an important and interesting feature of its commercial life.

Quarries of various kinds of stone, valuable for building, paving, flagging, etc., are found at various points on and near the river; and in Ulster County water limestone, making the best cement, is found in inexhaustible quantities.

Manufactories, founderies, machine-shops, ship-yards, and agricultural products unite to swell the numbers of every sort of vessel suitable for navigating these waters, and the fisheries afford employment and support to many men during the season for catching the different kinds of indigenous and migratory fish which inhabit the river and its tributaries.

During the winter, many thousand tons of ice are cut and stored for domestic use and for exportation to other lands.

HISTORY.

It is difficult to fancy a greater change than that which has taken place at the mouth and along the shores of the Hudson River within the past two and a half centuries. In September, 1609, when *Hendrick Hudson* and his sturdy crew sailed through the narrows, and anchored their yacht, the *Half-Moon*, in New York Bay, the shores were covered with a magnificent forest, unbroken save by natural meadows, or by the villages of Indians. The beautiful bay and river, now one of the busiest scenes of commercial activity in the world, were without signs of human life, except the few canoes of the natives; and Manhattan Island, with its dense population of a million souls, its splendid streets and buildings, and its proud commercial position as the Metropolis of the Western Continent, was a hilly, thickly

wooded island, inhabited by a fierce and warlike race of savages.

Hendrick Hudson was sent out by the Dutch East India Company to search for a northwest passage to India, a problem which has tempted explorers even to our own day ; and when he looked up the long line of the Palisades and noted the strong ebb and flow of the tidal currents at the mouth of the river, he thought his object gained. Accordingly he sailed up the river, viewing with wonder and delight the magnificent scenery, and observing the natural wealth of the country, until, on September 21, having reached the present site of Albany, he became convinced that he was following a river, and not a strait. He was everywhere received with great friendliness by the Indians ; but when returning to the ocean, Hudson's mate shot an Indian for stealing, which caused an immediate collision, and several natives were killed.

Hudson returned to Europe, and in consequence of his reports, trading vessels were soon sent out, and after a few years of traffic in furs, a settlement was made in 1614, on the southern point of Manhattan Island.

During the Revolutionary War, the Hudson was the scene of constant activity on the part of both armies. Washington early perceived the strategic importance of the river and its dependencies, and used every means to retain possession. The British, however, in 1776, wrested Manhattan Island from our then inexperienced troops, and retained it during the war. They were unable to effect a permanent lodgment above the island, although they made several successful raids up the river, once reaching as far as Kingston. Fortifications were erected at various commanding points along the river, whose sites are pointed out in the following pages.

THE DAY LINE OF STEAMERS

Plying between New York and Albany possesses attractions and advantages which are seldom combined in one route of equal length.

The whole distance between the Metropolis of the Western Hemisphere and the capital of the Empire State is most remarkable for the beauty of its scenery, and for the evidences of commercial prosperity which greet the eye on every hand.

The boats of this line—namely, the well-known *C. Vibbard* and the *Daniel Drew*—are probably without exception the swiftest steamboats in the world. Built especially to meet the requirements of summer travelers on the Hudson River, these boats combine qualities of speed and comfort with facilities for viewing the magnificent scenery through which they pass.

To this end, while ample retiring-rooms are provided for ladies or invalids, the decks are unusually broad and open, so that an unobstructed view of the neighboring scenery may be obtained from almost any part of the boat. In order to meet the needs of persons who are unable to endure the strong breeze caused by the rapid motion of the boat, the forward saloons are provided with large windows, whence everything can be seen as well as from the more airy promenade decks.

Spacious and well-ventilated dining-saloons enable the traveler to take his meals in comfort and luxury, unannoyed by the usual accompaniments which ordinarily mark the dining-room of a steamboat as a sleeping apartment.

Travelers ascending the Hudson by rail, or at night, lose the extreme pleasure of this delightful trip. The cinders, smoke, noise, and fatigue of a railway journey need not be

mentioned to the modern traveler ; while the partial views obtained of river and mountains from a night boat serve but to suggest the charms of nature which only a trip by daylight can fully reveal.

The two boats are essentially the same in size and equipments. The dimensions of the *C. Vibbard* are as follows :

Length of keel.....	265 feet,
Breadth of beam.....	34 “
Depth of hold.....	9 ft. 8 in.
Diameter of cylinder.....	62 inches.
Length of stroke.....	12 feet.

The highest speed ever attained by these boats was made by the *Vibbard*, which went from New York to Tarrytown, 27 miles, in one hour. The same boat also has run from West Point to Newburg (10 miles) in 20½ minutes. This speed was made on an extraordinary occasion, and it need not be expected that the powers of the boats will be so tested when loaded with passengers. The ordinary rate of speed is fully great enough to satisfy any reasonable traveler.

The boats leave Pier 40, North River, at the foot of Desbrosses Street, New York, at 8.30 o'clock A.M., touching 15 minutes later at 34th Street, and reaching Albany at 4 o'clock P.M., landing at the foot of the Canal Basin, whence they start on their return trips at 8.30 o'clock A.M., reaching New York at 4 o'clock P.M. To reach the foot of Desbrosses Street, New York, by horse-cars, take any of the up and down town lines, and request the conductor to let you off when he crosses the *Grand Street cross-town line*, which will land you at Pier 40, N. R.

To reach the foot of 34th Street, N. R., take the 10th Avenue line and get off at 34th Street, whence a short walk will take you to the wharf. Any *cross-town* line of cars will enable you to reach the 10th Avenue without walking.

THE ROUTE OF THE HUDSON RIVER.

JERSEY CITY AND HOBOKEN.

As the steamer leaves her wharf and turns her head to the northward, the panorama of river and bay opens before us. To the westward is *Jersey City*, merging into *Hoboken*, the limit of the latter place being marked by the rocky promontory long known as Castle Hill, on which stands the mansion of the Stevens family. In the vicinity of Hoboken are many elegant residences of wealthy New Yorkers, but the rapid increase of population is fast depriving them of the almost rural seclusion which they have until recently enjoyed, and the ornamental grounds which for a long time beautified the ridge back of the town are cut up into city lots.

On the east side of the river is New York, with its apparently interminable line of wharves and rows of warehouses, stretching northward as far as the eye can reach, and ending in a forest of masts towards the south, beyond which are the gray walls of Castle William on Governor's Island, and still further the waters of *New York Bay*, the *Narrows*, and *Staten Island*. The scene is always full of life and variety, and at certain times when

wind and tide are favorable, the waters are alive with craft of all sizes, making for their various destinations all over the world, and seemingly in danger of constant collision.

WEEHAWKEN.

North Bergen, Bergen Co., N. Y.

Between Hoboken and Weehawken are the *Elysian Fields*, formerly a beautiful park, but now retaining few traces of the rural walks which once made it a favorite resort of New Yorkers. It continues to be visited by large numbers of pleasure-seekers, but the attractions afforded by its noble trees and romantic grottoes have vanished, to make room for beer-gardens and places of entertainment. The Indian name was *Weehawk*, but custom has added the termination now invariably affixed. The scene of the duel between *Alexander Hamilton* and *Aaron Burr* is in Weehawken. The spot was formerly marked by a monument, but some reckless person destroyed it, and now but few are able to point out the place. It is a short distance above the point where a steep bank approaches the shore of the river. The fatal quarrel between these two prominent

men was a political one, and was marked by great malignity on the part of Burr, who took deadly aim, notwithstanding Hamilton's avowed purpose—which he carried out—of not returning his fire. Hamilton received a wound which proved fatal in a few days, and Burr was from that time almost ostracized, owing to the indignation of the public at what was esteemed a cold-blooded murder.

MANHATTANVILLE

Is a part of New York. The name is applied to the neighborhood of 132d Street. The conspicuous building on high ground, a little south of Manhattanville, is the *Lunatic Asylum*. It is surrounded by about forty acres of ornamental grounds, which are devoted to the use of the inmates of the Asylum. Nearer the river is the *Claremont Hotel*, where in former years lived *Viscount Courtenay*, afterwards *Earl of Devon*. *Joseph Bonaparte* occupied the house during the first year of his exile in this country. It is now a popular resort for frequenters of the Bloomingdale road.

CARMANSVILLE.

At 152d Street is another suburb of New York, and, being further from the city, contains more of the elements of a rural district. The distinguished naturalist *Audubon* lived

here for many years, and is buried in *Trinity Cemetery* near-by. The large building surmounted by a dome a little above Carmansville is the *New York Institution for the Deaf and Dumb*. It stands on the southern slope of Washington Heights, commanding a wide view, and surrounded by spacious and cultivated grounds. The buildings are in the form of a quadrangle, and are capable of accommodating 450 pupils. The institution is the oldest of its kind in the country, excepting that at Hartford, Conn. It was incorporated April 15th, 1817.

FORT WASHINGTON.

10 miles from New York.

That portion of Manhattan Island known by the name of Washington Heights is the only part which retains to any great degree the natural attractions which formerly rendered the whole island so beautiful. The grading and leveling of city engineers has not yet reached this charming region, although it is penetrated by streets in every direction, and contains elegant residences throughout its whole extent. The fortification after which this place is named was an extensive earthwork occupying the crown of Washington Heights, and commanding the river above and below, as well as the neighboring country. It formed the

end and citadel of an irregular line of works extending along the northern part of the island. The point extending into the river under Washington Heights is *Jeffrey's Hook*, and among its cedars are mounds which mark the site of a redoubt built at the same time with the neighboring fortifications. These works, with their garrison of 2,700 men, were captured by the British after a sharp resistance, on Nov. 15, 1776. This was the second defeat of the Americans in New York, and was a severe blow to the friends of the republic in this vicinity.

FORT LEE.

Hackensack, Bergen Co., N. J.

10 miles from New York.

The traveler is now opposite the lower end of the Palisades, which stretch in an unbroken wall of columnar trap-rock for 20 miles along the river. These rocks vary in height from 300 to 500 feet above the water, and are crowned by a heavy growth of timber. Houses are already beginning to be erected along the edge of this cliff, which commands a wide and beautiful view of the river and its shores, including Manhattan Island and the East River to Long Island Sound. Doubtless before many years a continuous line of villas will crown the top of this remarkable ridge. *Fort Lee* stood on the summit of the

ridge at its southern extremity. A little village now occupies its site. The remains of the fort are scarcely discernible, and cannot be seen at all from the river. This fort was occupied by the Americans until after the British had captured Fort Washington in 1776, when it also was abandoned, and the Americans retreated across the State of New Jersey.

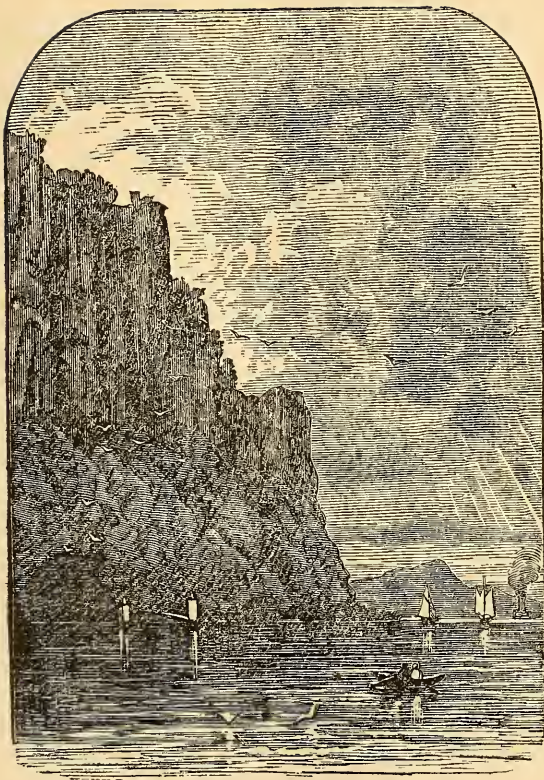
SPUYTEN DUYVIL.

Yonkers, Westchester Co., N. Y.

12 miles from New York.

The cluster of houses on the upper side of the creek whose mouth is here seen, is known as *Spuyten Duyvil*, but the name was originally applied only to the creek itself, which connects Harlem River with the Hudson, thereby forming Manhattan Island. Through this estuary tide-water flows, the currents meeting at or near *Kingsbridge*, about a mile from the Hudson.

The name *Spuyten Duyvil* is ascribed by the veracious Diedrich Knickerbocker (Washington Irving), to Anthony Van Corlear, the redoubtable Dutch trumpeter, who, being bound on an important mission to the mainland, and finding himself unable to procure a boat, swore that "*en spuyt den duyvil*" he would swim the creek. He plunged in, and when midway across



THE PALISADES.

From "THE HEARTH AND HOME." By permission.

was observed to struggle violently, until no longer able to resist the *Duyvil*, who was doubtless tugging at his legs, he raised his trumpet to his lips, gave a vehement blast, and sunk forever to the bottom.

However it obtained its name, the creek is an interesting locality. It formed the southern boundary of the famous *neutral ground* of revolutionary times, and all along its banks, and for thirty miles to the northward, the regular troops of both the American and British armies were continually making predatory excursions; while the irregular forces kept up a ceaseless guerilla warfare, which made the neutral ground unsafe alike to patriots and royalists. At Kingsbridge, redoubts were thrown up on both sides of the creek, and on December 19, 1780, an encounter took place between the Americans and a large detachment of British and Hessians, which led to no decisive result. Another skirmish occurred here in 1776, between a party of American stragglers and a Hessian guard, in which the former gained the advantage.

Batteries were likewise erected at the confluence with the Hudson.

Prior, however, to these events, Hendrick Hudson and the Manhattan Indians inaugurated the sanguinary history of the vicinity by a long-sustained fight just at the

mouth of the creek, where Hudson anchored the *Half-Moon* in October, 1609. The Indians tried to board the yacht from their canoes, but were repulsed.

Opposite Spuyten Duyvil is a high point of the Palisades, whence, owing to its projecting somewhat into the river, a magnificent view may be obtained. A good road leads to this point from the pleasant village of *Englewood*, New Jersey. The stranger would not suspect the fact that half a mile beyond the rocky wall of the Palisades is the beautiful and fertile valley of the Hackensack, with its frequent villages and cultivated fields.

RIVERDALE.

Yonkers, Westchester Co., N. Y.

14 miles from New York.

This village is composed almost entirely of the country residences of gentlemen doing business in New York. About a mile and a half above Riverdale is *Mt. St. Vincent*, an extensive educational establishment, owned and controlled by the Roman Catholics. It is under the immediate management of the Sisters of Charity, who purchased the land, then known as Font Hill, from the celebrated tragedian, Edwin Forrest. The castellated structure of dark stone was built by Forrest as a private residence, and here he lived for several years after his marriage. This building is now part

of the Mt. St. Vincent Academy, though, unfortunately, the two buildings are architecturally inharmonious.

YONKERS.

Yonkers, Westchester Co., N. Y.

17 miles from New York.

Yonkers is a flourishing town at the mouth of the *Neperah* or *Saw-Mill River*. The former name was given by the Indians, and signifies "rapid-water village," aptly describing the series of falls and rapids with which the stream joins the Hudson. The town is largely composed of the residences of city business men. Hendrick Hudson anchored off Yonkers when ascending the river in September, 1609, and was visited by large numbers of Indians with whom he traded. In the evening the tide set strongly up stream, which confirmed Hudson in the belief that he was in a passage between two oceans.

The name *Yonkers* is derived from the Dutch *Yonk-heer*, signifying the heir of a family.

The greater part of this region was purchased from the Van der Donck family, to whom it was originally granted by Frederick Philipse. The old *Philipse Manor* still exists, and is a most attractive object for those interested in relics of the olden time. The manor stands within the town of Yonkers.

The older portion was built in 1682, and the more modern portion in 1745. It is probably the finest specimen of an old-fashioned mansion in the country. The interior decorations have been scrupulously preserved, and are very quaint and curious. In this old Hall was born Mary Philipse, the belle of her day and the early love of Washington. She chose to marry another, Roger Morris; but it is said that Washington always cherished the memory of the beautiful heiress of Philipse Manor.

HASTINGS.

Greenburg, Westchester Co., N. Y.

21 miles from New York.

About midway between Yonkers and Hastings, on the opposite side of the river, is the highest point of the Palisades, nearly 500 feet above the river. Near this place the steamers *Henry Clay* and *Isaac Newton* were burned, respectively in 1852 and 1861. Hastings is similar in its characteristics to Yonkers, and contains many beautiful country-seats. The country in its vicinity is diversified, and intersected by excellent roads, which render the rides and drives in every direction most attractive.

A British force, under Cornwallis, crossed the river at this place in 1776, joined another force in capturing Fort Lee, and then pur-

sued the Americans to the Delaware River.

DOBBS' FERRY.

Greenburg, Westchester Co., N. Y.

22 miles from New York.

A village of considerable size, containing villas and cottages of tasteful and elegant appearance. The village is named after a ferry which was kept in olden times between this place and Piermont opposite, by one Dobbs, a Swede. An attempt was made some years since to have this name changed to "*Paulding*," as being both more euphonious and appropriate. The proposition led to quite a controversy in the newspapers; but public opinion decided, for the time at least, in favor of the old Swedish ferryman. The river here widens into *Tappan Bay*, or as it was called by the Dutch, *Tapaan Zee*. This bay extends to Croton Point, having an average width of nearly four miles.

Dobbs' Ferry is well known in Revolutionary annals. The British concentrated their forces here after their dearly bought victory at White Plains, five miles east. This battle took place in October, 1776.

In 1777 a division of the American army, under General Lincoln, was encamped here for several months. The Commission sent by Sir Henry Clinton to intercede for

the life of the unfortunate spy Major André, landed here and held a long but unsuccessful consultation with General Greene, the president of the court which condemned him to death. Greene met the Chief of the Commission by permission of General Washington, only in the character of a private gentleman; but although both friend and foe desired to save André's life, the conference proved unavailing. Dobbs' Ferry was the first place appointed for a meeting between André and Arnold. The plan, however, was not successfully carried out.

PIERMONT.

Orangetown, Rockland County, N. Y.

24 miles from New York.

A short distance below Piermont is the line between New York and New Jersey, near which the Palisades recede from the shore and lose their precipitous character. The ridge continues, however, in a series of hills reaching, in some places, a height of nearly 700 feet, but nowhere resuming the peculiar palisade formation. The long pier which projects into the river from this place is the terminus of a branch of the Erie Railway, which connects with the main line at Suffern, 18 miles west. Two miles back of Piermont is Tappan, where, on October 2d, 1780, Major André was tried, condemned, and executed. (See page .)

IRVINGTON,

Greenburg, Westchester County, N. Y.,

24 miles from New York,

Is a village of comparatively recent growth, inhabited in great part by the families of gentlemen whose places of business are in New York. The village is named in honor of *Washington Irving*, the genial author whose pen has done so much to preserve whatever is interesting in the traditionary history of the Hudson River. "*Sunnyside*," the home of Irving during the last years of his life, is a little north of the village, and glimpses of the picturesque house and grounds may be caught from the steamer as it passes. This house, with its quaint Dutch gables, includes the original building known to readers of Irving's works as "*Wolfert's Roost*," where Ichabod Crane courted the lovely Katrina Van Tassel, as related in the "*Legend of Sleepy Hollow*." Irving died November 28th, 1859, and was buried in the cemetery near Tarrytown, in that very "*Sleepy Hollow*" which his graceful pen has made forever famous.

TARRYTOWN.

Greenburg and Mt. Pleasant, Westchester Co., N. Y.

29 miles from New York.

Tarrytown is delightfully situated on a hillside overlooking the river

and the Palisades to the southward, and commanding a distant view of the Ramapo Mountains and the Hudson Highlands to the west and north.

The whole town is thickly studded with dwellings of every size and every style of beauty. Prominent among these is the white marble edifice known as Paulding Manor, which stands just below the town. It was built by descendants of Commodore Paulding, and is one of the finest specimens of the Elizabethan style of architecture in this country. It has passed out of the possession of the Paulding family.

A little above Tarrytown is the *Pocantico*, a small stream flowing through the valley, called by the Dutch *Slaeperigh Haven*, and translated into English as *Sleepy Hollow*. About half a mile from the mouth of this stream is an old Dutch church, which is a curiosity in its way. It is the oldest church edifice in the State of New York, having been built in 1699. Its walls contain bricks which were imported from Holland when the church was erected. The old bell still hangs in the belfry, on whose pointed roof an iron vane still turns, bearing the monogram of the founder of the church, Frederick Philipse, whose mansion, known as *Philipse Castle*, stands on the banks of the stream not far distant. This is the dwelling

whence the Philipse family moved when the mansion at Yonkers was built.

To the eastward of the church is the valley of Sleepy Hollow, and the identical bridge, or at least its successor, over which the Headless Hessian pursued Ichabod Crane,

as related by Irving in the "Legend of Sleepy Hollow." Between this bridge and Tarrytown the road crosses *André's Brook*, and near by stands a monument marking the spot where he was captured. A suitable inscription gives the leading facts connected with that event.



ANDRE AND ARNOLD.

THE story of Arnold's treason and of André's capture and execution is one of the most interesting in our history, and we will briefly recount the leading facts concerning it.

Benedict Arnold was, at the time of his treason, a major-general in the American army, having won his position by distinguished gallantry and zeal in the cause of the republic. It is not necessary here to trace the successive steps which led to his fall. Suffice it to say that certain acts of his while in command at Philadelphia led to his trial by court-martial. He was merely sentenced to be reprimanded, but the sentence, mild as it was, embittered him towards his country, and he soon began to take steps towards opening a correspondence with the enemy. He succeeded in getting himself assigned to the command of West Point and vicinity, and under the name of "Gustavus" began negotiations for the surrender of West Point with Sir Henry Clinton, then commanding the British forces which held New York. Finally arrangements were made for a meeting with *Major John André*, Adjutant-General of the British army. The first appointment was not kept, but a second was more successful. The British sloop of war *Vulture* was sent up to Teller's Point with André on board. Nothing occurred the first night; but the second night Arnold sent a small-boat, in which André was brought ashore. The boat landed on the west side of the river, at the mouth of Haverstraw Creek, just below Stony Point, and Arnold and André consulted together until daylight. Their plans were incomplete when day broke, and Arnold persuaded his companion to go with him to a tory house near by. Horses were at hand, provided by Arnold, and they rode together through the dark woods. Presently they were challenged by a

sentry, and then André perceived that he was within the enemy's line—a spy. They went on, however, and entered the house. As soon as daylight was sufficiently clear, an American gun opened fire on the Vulture from Teller's Point, and the vessel weighed anchor and dropped down the river. André was in uniform, but in order to provide against discovery he put on a plain coat. In the course of the day plans for the surrender of the garrisons about West Point were completed, and André was anxious to regain the British lines. Being unable to get a boat to take him down to the Vulture, André was forced to take the land route. Accordingly he crossed King's Ferry from Stony to Verplanck's Point, passed through the American works at the latter, and, guided by a tory named Smith, and a negro servant, proceeded down the Tarrytown road. Arnold had given the party all necessary passes, so that American guards only halted the party temporarily. Reaching the last outpost the officer on duty persuaded them to remain all night, owing to the danger from marauders on the road further south. Early in the morning they went on. André's guide, accompanied him as far as Croton River, and there left him to go on alone. No regular American patrols went south of this river, but on this particular morning a party of volunteers had agreed to guard the road, and three of them were stationed at the brook near Sleepy Hollow. André soon appeared, and although he tried to disarm their suspicions, they compelled him to dismount and submit to a search. In his stockings were found the fatal papers. André offered bribes to a large amount if they would let him go, but the stern patriots refused his highest offers, and marched him off to the nearest American post. The commanding officer, Colonel Jamieson, was very near sending prisoner, papers, and all to Arnold, but Major Tallmadge persuaded him to send only a letter detailing the circumstances of the arrest. This letter Arnold received while at breakfast. He immediately left the table, ordered his horse, saying that he was wanted down the river, rode to Beverly Dock (see page), and leaping into his six-oared barge went down the river with all speed to the Vulture.

André at once wrote to Washington, frankly telling the whole truth about his complicity with Arnold, and closing with the words "Thus was I betrayed (being Adjutant-General of the British army) into the vile condition of an enemy in disguise within your posts." Washington convened a court, which tried André at Tappan. The accused so freely and truthfully admitted all the charges and specifications, that it was not necessary to examine a single witness, and the Court, after long deliberation, reluctantly sentenced him to death. Much sympathy was felt for André throughout the American camp, but every one acknowledged that under the circumstances no leniency should be shown. An informal proposition was made to exchange him for Arnold, but neither Washington nor Sir Henry Clinton would officially consider this plan, and on October 2, 1780, André was hung.

In 1832 his remains were removed to England, and a monument stands in Westminster Abbey on which the sad story is inscribed. Arnold was made a Major-General in the British army, and received £10,000, the price of his treason, but was despised even by his brother officers, and died with hardly a friend to mourn his loss. Monuments have been erected to the memory of Paulding and Van Wart, two of the men engaged in André's capture at Peekskill and Tarrytown.

NYACK.*Orangetown, Rockland Co., N. Y.**27 miles from New York.*

Nearly opposite Tarrytown, at the foot of a precipitous hill. Red sandstone was formerly quarried in large quantities near this place, but the discovery of equally good stone nearer the river has rendered it unprofitable to work the mines.

SING SING.*Ossining, Westchester Co., N. Y.**32 miles from New York.*

This town is on the east bank, and a large part of its houses command an extensive view down the river. Sing Sing is best known as the site of the State Prison, to which most of the convicts of New York City are sent. The white prison buildings will be readily recognized at the lower end of the town. The marble of which these buildings are constructed is the kind known as dolomite. It is quarried near by, and the prisons have been built by the convicts themselves. The main building was ready for occupation in 1829, but has received improvements and additions since. In connection with the prison, the name of *Capt. Elam Lynds* should not be forgotten. This officer took charge of a party of one hundred convicts at Auburn, brought them to Sing Sing (there were no rail-

roads in those days), and set them to work to wall themselves in, which in due time was accomplished, and thus Sing Sing prison was begun. *Capt. Lynds* was a natural disciplinarian, and is said to have brought the hundred men from Auburn with the aid of only a few guards.

Opposite Sing Sing is a high hill, projecting somewhat into the river. This is known by its old Dutch name of *Verdritege Hook*. The name signifies "grievous," and was given in consequence of the frequent squalls which beset the sailor in this neighborhood. *Rockland Lake* lies on one of the shoulders of this mountain. This lake is about half a mile from the river, and 300 feet above it. Large quantities of ice are cut from its surface every winter. The slide by which the ice is sent down to be loaded on barges may be seen near the landing, leading straight up the hillside to the lake shore. The peculiar sharp-pointed peak near by is known as the *High Torn*.

TELLER'S AND CROTON POINTS.*Cortland, Westchester Co., N. Y.**36 miles from New York.*

The extremity of this tongue of land, projecting far into the river from its eastern bank, is known as

Teller's Point. *Croton Point* is that portion nearer the shore of the river. It separates Tappan Bay from *Haverstraw Bay*. Off this point the Vulture anchored when she brought André to meet Arnold, and from thence the gun was brought to bear which drove that vessel down the river. *Croton Point* is now occupied by the vineyards of Dr. Underhill, whose pure wines are much used for medicinal purposes.

Just below *Teller's Point* is the mouth of *Croton River*, which supplies New York with water. This stream has a wide mouth, sometimes called *Croton Bay*, which was partly filled up in 1841 by the washing away of the *Croton Reservoir dam*. The work was, however, pressed forward, and in 1842 water was supplied to the city through the *Croton pipes*. The aqueduct is built of solid masonry, and follows the course of the Hudson at an average distance of about a mile from its shore. This aqueduct is capable of discharging 60,000,000 gallons per day into the receiving reservoir in the Central Park, New York. The entire cost of the *Croton works* at their completion was about \$14,000,000. Since that time great improvements and additions have been made, to meet the demands of the growing city. It is estimated that the *Croton River* will supply water enough for New

York even if the city should reach five times its present size.

HAVERSTRAW.

Haverstraw, Rockland Co., N. Y.

36 miles from New York.

For a few miles below *Haverstraw*, the summits of the Highlands are distinctly in sight, up the river, although their bases are hidden by intervening hills. The long ridge-like elevation, toward which the boat heads, is the *Donderberg*, near 1,000 feet in height. *Haverstraw* is the village seen on a high bank, or plateau, on the west side of the river, which above *Croton Point* spreads out into the wide and beautiful expanse known as *Haverstraw Bay*.

VERPLANCK'S POINT AND STONY POINT.

38 miles from New York.

These two points mark the upper end of *Haverstraw Bay*. *Stony Point* is on the west side of the river, a bold rocky eminence, having a lighthouse on its summit. Opposite, on the east side of the river, is *Verplanck's Point*, which may be recognized by several large brick-making establishments, with their kilns and drying-houses. Just below *Stony Point* is *Grassy Point*, and opposite to it *Montrasse's Point*. Between *Stony* and *Verplanck's Point* the river is only half

a mile wide, which fact, together with the commanding positions afforded by the neighboring hills, rendered this an important pass during the Revolutionary War. Long previous to that war a ferry was established here known as *King's Ferry*, forming an important avenue of communication between the Eastern and Middle States. The importance of the Hudson River as a base of operations and as a natural boundary was early recognized by Washington, and here, as at Washington Heights, fortifications were erected commanding the river.

A short distance southwest of Stony Point is *Treason Hill*, whereon stands Smith's house, in which André and Arnold com-

pleted their scheme for the surrender of West Point, and whence André started to cross King's Ferry, on his fatal journey toward New York.

Above Stony Point a high limestone cliff rises from near the water's edge. At its foot are the "Tompkins Lime Kilns," looking like a stone fortress with arched casemates. These quarries have been worked for many years, and vast quantities of slaked lime are annually shipped to market. Besides the lime, between 30,000 and 40,000 tons of gravel, too coarse for slaking, are used for roads in the Central Park, New York, and other public highways in the vicinity.

UNITED STATES HOTEL, NEWBURGH, N. Y.

The undersigned beg leave to announce to the public that they have taken the above-named house, together with

THE PAVILION HOUSE,
A
FIRST-CLASS SUMMER RESORT,
ONE MILE NORTH OF THE CITY, ON
THE BANK OF THE RIVER.

GOODSELL BROTHERS, - - - Proprietors.

THE CAPTURE OF STONY POINT.

THE forts located at Stony Point were held by the Americans until June 1st, 1779, when they were simultaneously invested by a British force, commanded by Sir Henry Clinton. No direct attack was made on Fort Lafayette, the work on Verplanck's Point, until after the evacuation of Stony Point. The garrison at the latter place numbered only 40 men, and abandoned the work on the approach of an overwhelming force of the British, who quietly took possession, ran up the cross of St. George on the flagstaff, and opened fire on Fort Lafayette with the captured guns. At the same time Gen. Vaughan attacked on the east side of the river, and the weak garrison of 70 men was soon forced to surrender. The loss of this position was a severe blow to the Americans, compelling them to make a wide détour in order to keep up their communications. *General Anthony Wayne* at once requested and obtained permission to storm Stony Point, and at midnight on the 15th of July, 1779, led two columns of picked men to the assault. They advanced undiscovered until they were close upon the British picket, which of course gave the alarm, and the garrison turned out. The parapet was manned, and a scathing fire of grape and musketry swept the hillside; but "Mad Anthony" was at the head of his column, and, within half an hour after the first shot, carried the works at the bayonet's point, capturing the entire garrison with its stores. Wayne was knocked over, but not seriously injured, by a musket ball. The next morning a cannonade was opened on the works at Verplanck's Point, and continued through the day. Re-enforcements were sent to the British, and it soon became evident that sufficient force to hold Stony Point could not be spared by the Americans. They therefore dismantled and abandoned the fort, and it passed again into British hands. They, however, in turn abandoned the position in October, and from that time the Americans retained possession.

PEEKSKILL.

Courtland, Westchester Co., N. Y.

43 miles from New York.

Soon after rounding Verplanck's Point, Peekskill may be seen near the Highlands, on the east bank of the river. At this point, in ascending the river, a stranger naturally infers that the river follows the base of the high hills stretching to the eastward. This delusion is aided by the wide creek or inlet which opens in that direction. It will not therefore be thought strange that in early times *Jan Peek*, a Dutch skipper, steered his craft up this creek and in due time ran her hard and fast aground. Jan looked about him, and seeing that the land was good, concluded to remain, which he accordingly did, and the place is called *Peek's Kill* unto this day. The village is a pleasant one, and within easy reach of all interesting parts of the Highlands. The *Rev. Henry Ward Beecher* has a country residence a little east of the village.

Fort Independence stood, during Revolutionary times, on the point above Peekskill, where its ruins may still be seen.

The village on the point opposite Peekskill is *Caldwell's Landing*, and above it rise the rocky and weather-beaten crags of the *Donder-*

berg, or Thunder-mountain, around which, at the close of a sultry summer day, black clouds are wont to gather, casting a deep inky blackness over mountain and river, while mutterings of thunder are echoed from peak to peak, with such strange and confused rumblings that we can hardly wonder at the superstitions which, according to Irving, peopled the hills with a crowd of little imps in sugar-loaf hats and short doublets, who were seen at various times "tumbling head over heels in the rack and mist," and bringing down frightful squalls on such craft as failed to drop the peaks of their mainsails in salute to the Dutch goblin who kept the *Donderberg*. As the boat passes Peekskill the view up stream becomes truly magnificent. On the east shore opposite, and a little above the *Donderberg*, is *Anthony's Nose*, over 1,200 feet high. In the "History of New York," Irving gives an amusing account, too long to quote here, of the origin of this name. Another, and perhaps more trustworthy account, says that it was once jocularly compared to the nose of one Anthony Hogans, the captain of a sloop, who possessed an unusually large nose, and thus the name obtained a local currency which eventually became fixed as the title of this majestic hill. On

the west side of the river is Iona Island, on which are extensive vineyards. This island is the northernmost point which is reached by the sea-breeze. The effect upon vegetation is very noticeable in the spring of the year.

The stream which may be seen falling into the river below Anthony's Nose is known as *Brocken Kill*. It is full of romantic cascades, almost from its mouth to its source.

FORTS CLINTON AND MONTGOMERY.

Cornwall, Orange Co., N. Y.

47 miles from New York.

On the west side of the river, nearly opposite to Anthony's Nose, may be seen the mouth of *Montgomery Creek*. On the rocky heights above and below the creek stood Forts Clinton and Montgomery, which were in 1777 the principal defences of the Hudson. They were considered impregnable to an assault from the land side, and with the ordnance of the day they had little to fear from a naval attack. A heavy boom, made of a huge iron chain on timber floats, stretched across the river, and was made fast to the rocks at Anthony's Nose. This, it was thought, would effectually prevent the ascent of a hostile fleet.

On October 6th, 1777, Sir Henry Clinton sent a strong detachment around and over the Donderberg to attack these forts in the rear. A

demonstration on the east side of the river had led General Putnam to anticipate an attack on Fort Independence, near Peekskill, and a portion of the garrison at Fort Montgomery was temporarily withdrawn to strengthen that post. The British had a sharp skirmish with an American detachment at *Lake Sinnipink*, which is still known among the inhabitants as "Bloody Pond." This attack was the first warning which aroused the garrison at the forts. In the course of the afternoon the forts were attacked, and the garrisons defended themselves gallantly until evening, when, it having become evident that they could not hold out, they took to the mountains, an orderly retreat being impossible, and so the greater part escaped. An American flotilla, consisting of two sloops and some smaller craft, which lay above the boom, had to be abandoned and burned to prevent its falling into the enemy's hands. The next morning the boom, which had cost the Americans so much labor and money, was destroyed, and the British fleet, with a detachment of troops, proceeded up the river. A short time afterwards the British received the news of Burgoyne's surrender, and the forts were evacuated.

Near Montgomery Creek another smaller stream falls into the Hudson. This is *Sinnipink Creek*, hav-

ing its rise in a lake of the same name, half a mile distant. At the mouth of this stream is an ice depot of the Knickerbocker Ice Company. The ice is slid down from Sinnipink Lake on ways, and stored for summer use.

WEST POINT (*Landing*).

Cornwall, Orange Co., N. Y.

51 miles from New York.

Soon after passing the former site of Fort Montgomery, the gray ruins of Fort Putnam may be seen crowning the heights above West Point. A little cove may now be seen in the east bank of the river, where is a stone wharf, and two or three small buildings. This is "Beverly Dock," from which Arnold started in his hasty flight to the Vulture, which lay in Tappan Bay. On the hill, not far distant, is Robinson's house, where Arnold was breakfasting when he received the news of André's capture. Nearly opposite, and a little above Beverly Dock, *Buttermilk Falls* may be seen, breaking in snow-white foam over a black sloping rock. A considerable village stands on the stream above the fall. *Cozzens' Hotel*, a favorite and fashionable resort during the summer months, is on a commanding height near the falls. This hotel is surrounded on all sides by the most charming walks and pleasure-grounds.

West Point is best known as the

site of the *United States Military Academy*. Before the commencement of the present century, Washington suggested this place as a proper one for the establishment of such an institution, but no formal steps were taken by Congress until 1802. Ten years later, in 1812, the school was fairly established, and has ever since continued to increase in importance and excellence.

But little of the academy can be seen from a passing boat, the buildings being situated on an elevated plateau, about 180 feet above the river. This plateau is occupied by the various barracks, schools, arsenals, etc., connected with the institution. These are so arranged as to leave a broad parade open for military evolutions, parades, etc.

The average number of cadets is about 250. Candidates for admission are nominated by members of Congress and by the President, a certain number being fixed for each congressional district. These candidates report for examination in June of each year, and, if they are mentally and physically qualified, are admitted as cadets, which is, in military rank, a grade below second lieutenant. The course of instruction is very thorough and complete, especially in mathematics; military tactics and operations bearing an important place. The best time to visit West Point is during the

months of July and August, when the cadets go into camp, and lead the life of soldiers in the field. Drills, parades, and guard-mountings are the order of the day, everything being done in the best and most perfect manner known to the military service.

At the end of August a ball is given by the cadets, and the next day camp is broken up, and they resume their regular quarters and studies.

West Point was the scene of no actual fighting during the Revolution, although it was fortified from the first. A boom similar to that which was prepared at Fort Montgomery was stretched across the river, from West Point to *Constitution Island*, which lies between Cold Spring and the Point. The island was heavily fortified toward the latter part of the war, and remains of the old batteries may still be seen. Of the fortifications on the west side of the river, Fort Putnam is the most interesting. It is 596 feet above the river, and the view from its crumbling walls is exceedingly fine. Other batteries were erected, but no attempt to ascend the river thus far was made by the British after Vaughan's expedition in 1777.

COLD SPRING.

Philipstown, Putnam Co., N. Y.

54 miles from New York.

Cold Spring is noted for its Iron

Foundry, the buildings and chimneys of which are plainly seen from West Point. Here, under the superintendence of Major Parrot, were cast the celebrated Parrot guns, which did such good service in the war of the Rebellion.

On an elevated plateau near the village is *Undercliff*, the country-seat of the late *George P. Morris*. The scenes surrounding this quiet-spot are mentioned in many of his later poems.

We are now in the heart of the Highlands, and the beauty and grandeur of the surroundings are sublimely impressive. The mountain which rises immediately above Cold Spring is *Bull Hill*, or, to give its more classic name, *Mt. Taurus*. It is 1,586 feet in height. Just above this elevation, and separated from it by a valley, is *Breakneck Hill*, 1,187 feet high. In W. J. Blake's *History of Putnam Co.*, it is stated that the former of these hills was once the abode of a wild bull, which became such a source of dread to the inhabitants that they organized a hunt, and drove the animal from his accustomed haunts across the valley to the neighboring hill, where, being hard pressed by men and dogs, he dashed over the rocks and broke his neck. So the two hills were named in honor of the adventure.

Breakneck Hill was formerly dis-

tinguished by a huge mass of rock, bearing a marked resemblance to a human face. This singular formation was for many years one of the sights to be looked at by every passenger up or down the river. In 1846 a party of workmen was blasting near by, under the charge of a Captain Ayers, and an unfortunate blast loosened the rock, so that *St. Anthony's Face*, as it was called, was forever destroyed. Mr. Blake accuses Ayers of intentionally causing this mutilation of the mountain, but we are loth to believe that such could have been the case. The face was on the southwestern angle of the mountain, and the wreck of fallen rocks may still be seen from the passing boat.

The promontory at the foot of Bull Hill is known as *Little Stony Point*.

On the west side of the river are *Cro' Nest* and *Butter Hill*. The former is the one next above West Point. It is 1,418 feet high, and separated from Butter Hill by a wild and picturesque valley. The name *Cro' Nest* probably was at first applied to a deep rocky depression which exists near the summit, but it is now understood to mean the mountain itself. The name will recall *Joseph Rodman Drake's* beautiful poem, "*The Culprit Fay*," the scene of which is laid among these hills.

The precipice which forms the river-face of *Cro' Nest* is known as "*Kidd's Plug Cliff*." It owes its name to a singular projecting mass of rock which may be seen near its summit.

The neighboring mountain has of late come to be called the *Storm King*, and as the old name is neither beautiful nor appropriate, it will soon be forgotten. Its summit is 1,529 feet high. To the late *N. P. Willis* is due the credit of rechristening this grand peak, as well as giving appropriate names to other objects of interest in the vicinity. Mr. Willis' cottage, "*Idlewild*," stands almost on the northern slope of the Storm King, and commands extensive views of the neighboring country. The cottage itself can hardly be seen from the river.

CORNWALL LANDING.

Cornwall, Orange Co., N. Y.

56 miles from New York.

The village of Cornwall is a short distance west of the river. The beauty of its situation renders it a fashionable resort during the summer, when its many beautiful residences are the scene of a constant round of gayety.

After passing Breakneck Hill, *Beacon Hill* may be seen to the eastward. This elevation is 1,471 feet in height, and commands a prospect which has given it considerable

celebrity. It was used during the Revolution as a signal station. Looking to the westward as soon as the Storm King ceases to obstruct the view, the summits of the *Shawangunk* (pronounced Shong-gum) *Mts.* may be seen trending away to the northward, and almost joining the blue outline of the distant *Catskills*. Just at the upper entrance to the Highlands is *Pol-lipet's Island*, a rocky bit of ground, to which a supernatural origin was ascribed by the Indians. In 1777 a *chevaux de frise*, made of logs with pointed iron heads, was sunk between the island and the mainland to prevent British ships from ascending the river; but it seems to have proved ineffectual.

This island and the neighboring hills have from time to time been searched for deposits of treasure supposed to have been concealed by the almost mythical Captain Kidd.

The view down stream from above Breakneck Hill is considered one of the finest on the river, including as it does several of the grandest peaks of the Highlands, with the noble river flowing at their feet.

FISHKILL LANDING.

Fishkill, Dutchess Co., N. Y.

60 miles from New York.

This landing is the port, so to term it, of *Fishkill*, five miles inland. The Matteawan Creek falls

into the Hudson at this point. At Fishkill this stream furnishes water-power for several mills and factories of large size. The situation of this town is extremely romantic, being surrounded on all sides by high and rocky hills, which are full of wild and picturesque ravines.

The *Dutchess and Columbia Railway* has its western terminus at Fishkill Landing, connecting through the *Connecticut Western Railway*, now being built, with all parts of the New England States, and forming, through the Newburg branch of the Erie Railway, a continuous line of communication between Boston and the West. A steam ferry connects Fishkill Landing and Newburg.

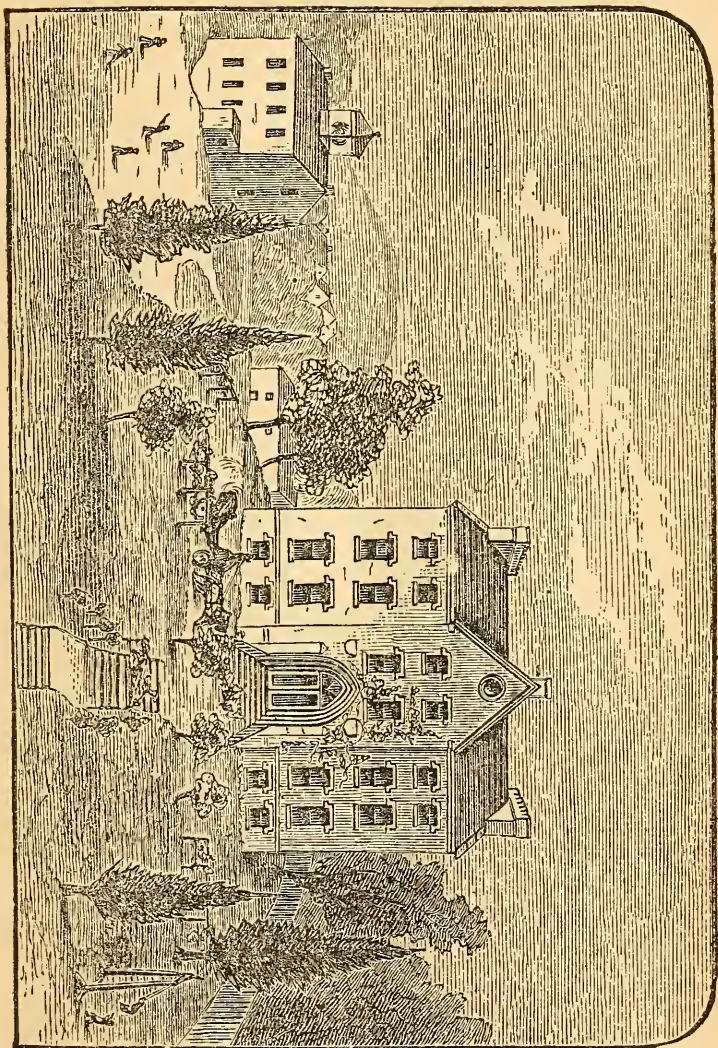
NEWBURG.

Newburg, Orange Co., N. Y.

60 miles from New York.

HOTEL.—*United States.*

This is one of the largest and most thriving towns on the Hudson. It stands on a gentle elevation on the west bank of the river, commanding a noble view of the Highlands and of the Matteawan Mountains. It is the eastern terminus of the *Newburg Branch* of the *Erie Railway*, which joins the main line at Greycourt, nineteen miles west. This branch is principally used in transporting coal from the Pennsylvania coal-fields. Over a million tons are delivered annually at this



NEWBURGH INSTITUTE,
Seminary Place, Newburgh, N. Y.

point, and shipped by water to various destinations.

A flag-staff, standing in the southern part of the town, may be seen from the steamer. Near this is an old stone house, now owned and kept in order by the State, which was occupied by Washington as his headquarters when the army lay at New Windsor, two miles south. This house contains many interesting relics of the Revolutionary War. At the foot of the flag-staff before mentioned, the last surviving member of Washington's Life Guard was buried in 1856, and a monument, with an appropriate inscription, stands over his grave.

A short distance south of Newburg is the site of the American camp where, during the winter of 1783, the troops suffered so severely from the attacks of smallpox.

Newburg is well known among boating-men, as having produced several renowned professional oarsmen, and as having cultivated the sport of ice-boat sailing to a greater extent than any other place in the country.

LOW POINT.

Fishkill, Dutchess Co., N. Y.

64 miles from New York.

This is a small village on the east bank of the Hudson. Opposite, on the west bank, is a flat rock, now crowned with cedars, which Hen-

drick Hudson and his comrades named the *Duyvels Dans Kamer*, in consequence of an Indian powwow which they witnessed at night, with all its hideous accessories of fire and war-paint. The rock is still known to the river pilots by this name.

NEW HAMBURG,

Poughkeepsie, Dutchess Co., N. Y.,

66 miles from New York,

Stands at the mouth of *Wappinger's Creek*, which falls into the Hudson on the east side. This stream is crossed at its mouth by a long trestle bridge, with a draw in the middle. A ferry plies between New Hamburg and Hampton opposite.

MARLBOROUGH.

Marlborough, Ulster Co., N. Y.,

66 miles from New York,

Is pleasantly situated on the west bank of the Hudson, overlooking the river and the country beyond. Back of the village are the Shawangunk Mountains, and intervening is a hilly country of great beauty. In this vicinity the *Arbor Vitæ* is found in great perfection. This tree is also known as the white cedar. Its scientific name is *Thurja Occidentalis*. A peculiarly beautiful grove of these trees will be noticed on the west bank, a little above Marlborough, where an entire hillside is covered with the delicate pencil-like

forms of this symmetrical and graceful tree.

MILTON FERRY or BARNEGAT.

Poughkeepsie, Dutchess Co., N. Y.

71 miles from New York.

The village, or part of it, may be seen crowning the steep bank which rises from the western shore of the river. Large quantities of raspberries are raised in this vicinity for the New York market, the soil and climate being peculiarly adapted to the cultivation of that fruit.

Just before reaching Poughkeepsie, which city may be seen on the bluff beyond, we pass *Locust Grove*, the country-seat of *Prof. S. F. B. Morse*. It can hardly be necessary to remind any civilized being that Prof. Morse is the inventor of the electric telegraph, now so indispensable to every nation of Christendom. The professor has made other useful inventions, and had in his earlier life a reputation as an artist. His fame, however, rests on the discovery of the electric telegraph, and for this he has received many testimonials from European sovereigns, and from scientific associations all over the world.

POUGHKEEPSIE.

Poughkeepsie, Dutchess Co., N. Y.

75 miles from New York.

The city of Poughkeepsie is built on a table-land, at a considerable height, so that its spires and build-

ings may be seen from a long distance up and down the river. The name is a corruption of the Indian name given to the cove which once existed at the mouth of *Fall Kill*. Two peculiar elevations will be noticed at the river-side, the southern of which bears the name of *Call Rock*, from the fact that the inhabitants used to hail passing vessels from its summit. The place was settled by the Dutch about 1698, and incorporated as a city in 1854. The principal object of interest to the antiquary is the Van Kleck house, a stone structure with loopholes in its walls. It was built in 1705. The State Legislature met in it in 1777 and 1778, when the British held New York, and had burned their former meeting-place at Esopus. There also the State Convention for the ratification of the Federal Constitution met, in 1788. 57 members were present, and after a long debate, in which such men as Governor Clinton, John Jay, and Alexander Hamilton took part, the Constitution was ratified by a majority of three.

Poughkeepsie is the shire town of Dutchess County, and contains the usual court and jail buildings. The streets of the city are beautifully shaded, its situation is very healthful, and everything combines to make it most attractive as a residence. The *Vassar Female Col-*

lege is the largest and most important of the many excellent educational institutions of Poughkeepsie. The late *Matthew Vassar*, a wealthy citizen of Poughkeepsie, founded and endowed this extensive college. It is intended for the education of women only, and is the most complete establishment of its kind in the world.

NEW PALTZ.

Lloyd, Ulster Co., N. Y.

75 miles from New York.

This village is the shipping point for the farm produce of the rich agricultural region to the westward. Ice is cut from the Hudson in considerable quantities, and stored for use in the large buildings on the river-bank.

HYDE PARK.

Hyde Park, Dutchess Co., N. Y.

80 miles from New York.

Named in honor of Sir Edward Hyde, one of the early British Governors of New York. The village is half a mile east of the river-bank, on a beautiful and fertile table-land. The bend in the river between rocky bluffs is known to river men as *Crom Elbow*, a combination of the original Dutch name and its English equivalent. A creek of the same name falls into the river. The point on the east shore is *De Vroos Point*. A light iron foot-bridge will be noticed crossing a deep cut-

ting of the Hudson River Railroad. The house beyond is that of *Joseph Boorman*, first President of the Hudson River Railroad.

Between Hyde Park and Oak Hill, 30 miles above, there is a large number of extensive and ancient country-seats, many of them antedating the Revolution. The beauty of the country seems to have attracted men of taste and wealth in those days to make their homes along this fertile bluff, and in many cases their descendants still occupy the old mansions of their fathers,—a state of things so rare in America as to deserve especial notice.

About a mile above Hyde Park landing is "*Placentia*," the former home of the late *James K. Paulding*, one of the pioneers of American literature, and the friend of Washington Irving. Opposite, on the west bank, but scarcely in sight from the river, is the famous apple farm of *R. L. Pell, Esq.* On this farm there are said to be 25,000 bearing apple-trees. The fruit of these trees is packed with the greatest care, and much of it is shipped to Europe.

STAATSBURG.

Hyde Park, Dutchess County, N. Y.

85 miles from New York.

The banks of the river from this place northward lose the precipitous character which has marked them

thus far, and slope from the river in a less abrupt manner. Two miles above Hyde Park, *Esopus Island* will be noticed near the east bank. Just below it are some low rocks, on which the steamer *Berkshire* was burned in 1864. She caught fire off the island, and was purposely run on these rocks to enable the passengers to escape. Just below Esopus Island, on the west side of the river, is the residence of John Astor, Esq. Opposite are two fine estates, the lower owned by Dr. Hussack, and the upper by Mrs. M. Livingston.

The village of *Staatsburg* is on the east bank.

RONDOUT.

Kingston, Ulster County, N. Y.

90 miles from New York.

HOTEL—*Rhinecliff House*.

Rondout Creek enters the Hudson from the westward. Its mouth is the eastern end of the Delaware and Hudson Canal, which joins the creek $2\frac{1}{2}$ miles above. This canal, finished in 1828, extends to the vicinity of the Pennsylvania coal-fields; and every provision is made at Rondout for the trans-shipment of vast quantities of coal.

PORT EWEN

Is a comparatively new village, below the mouth of the creek. Nearly all the inhabitants of these vil-

lages are engaged in one way or another in the coal business, and in the extensive Rosendale cement quarries, whose products are highly valued, and largely used all over the country.

KINGSTON,

Formerly *Esopus*, is on *Esopus Creek*, which at that point approaches within about 2 miles of Rondout, and then curves to the northward, entering the Hudson 12 miles above. Kingston was settled in 1614, and was thrice destroyed by Indians before a permanent footing was obtained by the Europeans. In 1777 the State Legislature met and formed a constitution. In the autumn of the same year, soon after the capture of Forts Montgomery and Clinton by the British, General Vaughan, with 3,000 troops, landed at Rondout, marched to Kingston (then Esopus), and sacked and burned the town, remaining until they received the news of Burgoyne's surrender, when they at once retired to New York, abandoning all that they had gained. While Esopus (Kingston) was burning, the inhabitants fled to Hurley, a neighboring village, where the small force of American troops tried and hung a messenger who was caught carrying dispatches from Clinton to Burgoyne. When first caught

this man swallowed a silver ball, which an emetic brought again to light, and which was found to contain the fatal dispatch.

RHINEBECK.

Rhinebeck, Dutchess County, N. Y.

90 miles from New York.

Not far above Staatsburg, on the east side of the river, is the country-seat known as *Wildercliff*. It is by no means so elegant as many of the neighboring estates; but to members of the Methodist Church in America it is interesting as having been built by *Freeborn Garrettson*, the eminent preacher, who married a sister of Chancellor Livingston, and to whose energy is due much of the prosperity of that branch of the Christian Church. The place may be recognized by the broad lawn which lies in front of the house. Next above this place is *Ellerslie*, the residence of the *Hon. William Kelly*, long prominent in political life. His estate contains about 600 acres, much of which is devoted to gardens and ornamental grounds, and the rest is highly cultivated as a farm. The quaint stone house on a hill near Rhinebeck Landing is the Beekman House, built prior to 1700. It served as a church and as a fort during early times, when the Indians were hostile and powerful.

The village of Rhinebeck is 2

miles from the river, and cannot be seen from the steamer. Within the limits of the town there is an extensive vein of gold-bearing quartz, which yields the precious metal in paying quantities. The principal lode is on the property of R. W. Millbank, but it probably extends to and beyond the river. This quartz is found between well-defined walls of the ordinary talco-argillaceous slate characteristic of the region.

In 1867 the steamer *Dean Richmond* was sunk a little below Rhinebeck, in consequence of a collision with the steamer *Vanderbilt*.

BARRYTOWN.

Red Hook, Dutchess County, N. Y.

96 miles from New York.

Formerly known as *Lower Red Hook Landing*. A little above Rhinebeck is the residence of *William B. Astor*. It may be recognized by its tower and pointed roof. This estate is named *Rokeby*, and is one of the finest on the river. Next above is the estate known as *Montgomery Place*, surpassing in beauty, if possible, the last one mentioned. The house was built by the wife of General Montgomery, who fell in the assault on Quebec in 1775. Her brother, Edward Livingston, succeeded her in the ownership of the place, and his family still occupies it.

Near the eastern shore, 2 miles above Barrytown, is Cruger's Island, a spot made beautiful by nature and art.

In a grove near the southern end stands a ruin which was imported from Italy by the former proprietor of the island. Its broken arches may be seen among the trees as the boat passes, forming a singular contrast with the modern architecture of the neighboring house. The latter, however, is not in sight from the boat at the same time with the ruin. A glimpse of it may be caught in passing, a short distance above.

TIVOLI.

Red Hook, Dutchess Co., N. Y.

100 miles from New York.

This is a small village around the railway station. Near the village is an old mansion now owned by Col. De Peyster, which was built before the Revolution by one of the Livingston family. The British, on their way to burn Claremont, a little above, in 1777, stopped here, under the impression that this was the house to be destroyed. The proprietor, however, aided by his well-stocked wine-cellar, convinced them of their mistake, and they left him unmolested.

SAUGERTIES,

Saugerties, Ulster Co., N. Y.,

100 miles from New York,

Is near the mouth of *Esopus*

Creek, which is navigable to the village. There are extensive iron works and paper-mills at this place, and large quantities of flagging-stone are quarried in the vicinity. A short distance above Saugerties is Malden, where, on the 4th of September, 1852, the steamer *Reindeer* exploded while at the wharf, killing 37 persons. This sad accident cast a gloom over the whole community. Passing the landings of East and West Camps we soon reach

GERMANTOWN.

Germantown, Columbia Co., N. Y.

105 miles from New York.

The view of the Catskill Mountains is here very fine. The entire range can be seen, and the *Catskill Mountain House* may be distinguished in relief against the sky.

Germantown is not directly upon the river-bank, and cannot be seen from the boat. The large white building on a hill near the landing is the *Riverside Seminary*, established by Philip Rockafellow.

A few miles above Germantown is the mouth of *Roeleff Jansen Kill*, where the original Livingston Manor House stood. *Robert R. Livingston*, Chancellor of New York, built an elegant house, a little south of the old one, where his mother continued to reside. Chancellor Livingston's active sympathy with the cause of the Republic dur-

ing the Revolution made him so obnoxious to the British, that when Gen. Vaughan burned Esopus he sent an expedition up the river to burn Claremont—the name of the Livingston estate. They burned both the houses, but new and more elegant ones were at once erected near the ruins, and Claremont is still one of the finest country-seats on the river. Chancellor Livingston's name will always be associated with that of *Robert Fulton*.

The experiments of the latter in applying the steam-engine as a motive power for boats would probably have been delayed for years had it not been for the generous aid of Chancellor Livingston. After a series of discouraging failures in Paris and New York, their efforts were crowned with success, and in September, 1807, the "*Claremont*" made her first trip from New York to Albany, bearing Fulton and the Chancellor, as well as a party of invited guests.

CATSKILL.

Catskill, Greene Co., N. Y.

111 miles from New York.

HOTELS.—*Prospect Park House; Greene County Hotel.*

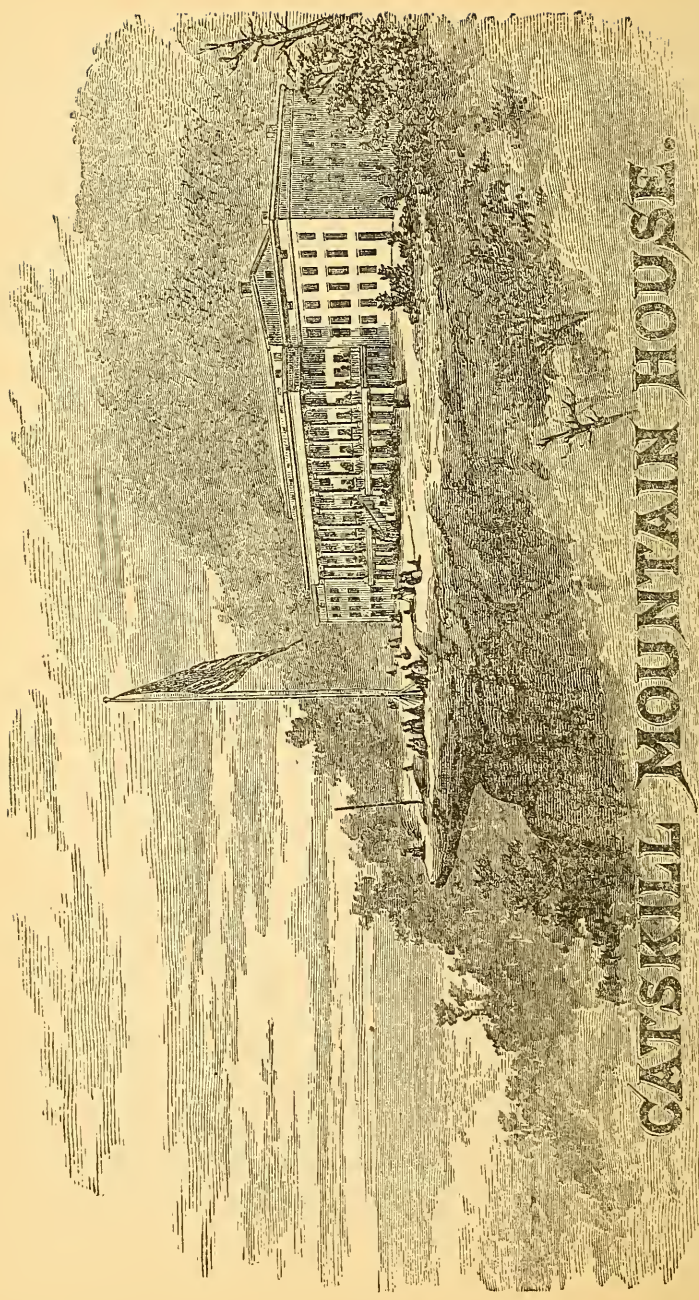
Catskill Landing is at the end of a long causeway, reaching across the shallows, on the western shore. But little of the town can be seen from

the river. *Cats Kill* enters the Hudson near by, winding through rocky bluffs, with a deep channel, which is navigable for large vessels a mile from its mouth. Travelers intending to visit *The Catskill Mountains* can reach their destination most easily from this point, as lines of stages run regularly to the Mountain House, 8 miles distant. For a particular description of the mountains see page .

Hendrick Hudson anchored the *Half-Moon* at the mouth of Cats Kill, on the 20th of September, 1609, and was visited by large numbers of friendly Indians, who brought provisions of all sorts, in return for which, as is stated by Juet, the historian of Hudson's voyage, some of them were made drunk.

Thomas Cole, one of the pioneers of American Landscape Art, had his studio in this vicinity, where he could study nature in her most beautiful forms. It was here that he painted the celebrated allegorical series of pictures known as "*The Voyage of Life*."

The country between the river near Catskill and the mountains is very interesting to the geologist, comprising as it does the exposed strata of all the principal rocks of the so-called New York system.



This favorite summer resort, so justly celebrated for its grand scenery and healthful atmosphere, is open from June 1 to October 1. Ready access may be had at all times by Beach's stages, connecting at the village of Catskill with the Hudson River steamboats, and the trains of the H. R. R. Road.

C. L. BEACH, Proprietor.

THE CATSKILL MOUNTAINS.

HOTELS.—*Mountain House, Laurel House, Haines' House.*

The mountain scenery bordering upon the Hudson is justly celebrated for its diversity and beauty ; nor is this region less interesting to the man of science than to the tourist in search of the picturesque and beautiful.

The mountains of this region all belong to the great Appalachian range, which traverses the eastern portion of the United States, from the States bordering on the Gulf of Mexico to the basin of the St. Lawrence River. The chain is made up of a succession of ridges whose prevailing course is parallel with each other and with the general coast line of the continent.

The general character of the Appalachian range in New York is a gradual change from mountains to hills, which finally sink away in the lowlands of the great St. Lawrence basin. Three distinct ranges or collections of parallel ridges pass through New York State, from South west to North-east.

The first or most easterly of these is the continuation of the great Blue Ridge of Virginia, Maryland, and Pennsylvania, the main portions of which, passing through the North-western corner of New Jersey, forms the Shawangunk Mountain, which, extending between Sullivan and Orange counties, strikes the Hudson in the southern part of Ulster county. South-east of this long ridge a succession of smaller ridges run parallel with it, some of which cross Orange and Rockland into Putnam and Dutchess counties, east of the river. The gap through which the Hudson flows is across these smaller ridges, whose highest summits rise to heights varying from one thousand to seventeen hundred feet above tide-water. The Taconic

and Green Mountains of Western Massachusetts and Vermont are probably prolongations of the Blue Ridge.

The second series of these ridges enters the State from Pennsylvania, and extending through Sullivan, Ulster, and Greene counties, terminate in the beautiful Catskills, a short distance west of the Hudson.

The third series, passing through Broome, Delaware, Otsego, Schoharie, Montgomery and Herkimer counties, reappears beyond the Mohawk, and there constitutes the Adirondac Mountains, among whose summits the Hudson finds its sources.

The following sketch of the scenery of the Catskill region is taken by permission from a work entitled THE CATSKILL MOUNTAINS, AND THE REGION AROUND ; their Scenery, Legends, and History. By Rev. CHARLES ROCKWELL, Dutch Dominie of the Catskills, etc., etc. *New York : Taintor Brothers & Co., Publishers*, 229 Broadway. 1867.

“From the banks of the Hudson, a few miles into the country, may be seen, from different points of view, some of the most charming scenery in the world. Every turn in the road, every bend in the stream, presents new and attractive pictures, remarkable for beauty and diversity in outline, color, and aerial perspective. The solemn Katzbegs, sublime in form, and mysterious in their dim, incomprehensible, and ever-changing aspect, almost always form a prominent feature in the landscape.

“The Indians called these mountains “Onti Ora,” or “Mountains of the Sky ;” for, in some conditions of the atmosphere, they are said to appear like a heavy cumulose cloud above the horizon. In the midst of this scenery, Cole, the eminent painter, delighted to linger when the shadows of the early morning were projected towards the mountains, then bathed in purple mists ; or at evening,

when these lofty heights, then dark and awful, cast their deep shadows over more than half of the country below between their bases and the river. Charmed with Catskill and its vicinity, Cole made it at first a summer retreat, and finally his permanent residence ; and there, in a fine old family mansion, delightfully situated to command a full view of the mountains and the intervening country, his spirit passed from earth ; while a sacred poem, created by his wealthy imagination and deep religious sentiment, was finding expression upon his easel in a series of fine pictures like those of "The Course of Empire" and the "Voyage of Life." He entitled the series "The Cross and the World." Two of them were unfinished. One had found form in a "study" only, while the other was half finished upon the large canvas, with some figures sketched in white chalk. So they remain, just as the master left them ; and so remains his studio. It is regarded by his devoted widow as a place too sacred for the common gaze. The stranger never enters it.

The mountains rise abruptly from the plain on their eastern side, where the road that leads to the Mountain House enters them, and follows the margin of a deep, dark glen, through which flows a clear mountain stream, seldom seen by the traveller, but heard continually for nearly a mile, as in swift rapids or in little cascades it hurries to the plain below. The road is winding, and in its ascent along the side of the glen, or, more properly, magnificent gorge, it is so inclosed by the towering heights on one side, and the lofty trees that shoot up on the other, that little can be seen beyond a few rods except the sky above or glimpses of some distant summit, until the pleasant nook in the mountain is reached wherein the Rip Van Winkle cabin is nestled. After that the course of the road is more nearly parallel with the river and the plain, and

through frequent vistas glimpses may be caught of the country below that charm the eye, excite the fancy and imagination, and make the heart throb quicker and stronger with pleasurable emotions. Rip's cabin is a small, white building, with two rooms, where travellers formerly obtained refreshments ; and is at the head of the gorge along whose margin the traveller has ascended. It is so called because it stands within the amphitheatre, inclosed by lofty heights, reputed to be the place where the ghostly ninepin players held their revel ; and where Rip Van Winkle lay down to his long repose. From a rude spout by the cabin there pour cooling draughts from a mountain spring, more delicious than ever came from the juice of the grape.

There are many delightful resting-places upon the road, soon after leaving Rip's cabin, as we toil wearily up the mountain, where the eye takes in a magnificent panorama of hill and valley, forest and river, hamlet and village, and thousands of broad acres, where herds graze and the farmer gathers his crops ; much of it dimly defined because of distance, a beautifully colored map rather than a picture. These delight the eye and quicken the pulse ; but there is one place upon the road where the ascending weary ones enjoy more exquisite pleasure, for a moment, than at any other point in all that mountain region. It is at a turn in the road where the Mountain House stands ; suddenly, before and above the traveller, revealed in perfect distinctness, column, capital, window, rock, people,—all apparently only a few rods distant. There too the road is level, and the traveller rejoices in the assurance that the toilsome journey is at an end, when suddenly, like the young pilgrim in Cole's "Voyage of Life," he finds himself disappointed in his course. The road that seemed to be leading directly to that beautiful mansion upon the crag just

above him turns away, like the stream that appeared to be taking the ambitious young man directly to the shadowy temple of fame in the clouds; and many a weary step must be taken over a steep, crooked road before the traveler can reach the object of his journey.

The grand rock platform on which the Mountain House stands is reached at last, and then comes the full recompense for all weariness. Bathed, immersed, in pure mountain air, almost three thousand feet above tide-water, full, positive, enduring rest is given to every muscle, after half an hour's respiration of that invigorating atmosphere, and soul and limb are ready for a longer, loftier, and more rugged ascent. There is something indescribable in the pleasure experienced during the first hour passed upon the piazza of the Mountain House, gazing upon the scene towards the east. That view has been described a thousand times. I shall not attempt it. Much rhetoric and rhyme, with sentimental platitudes, have been employed in describing it.

The ærial pictures seen from the Mountain House are sometimes marvellous, especially during a shower in the plain, when all is sunshine above, while the lightning plays and the thunder rolls far below those upon the summits; or after a storm, when mists are driving over the mountains, struggling with the wind and sun, or dissolving in the pure air. At rare intervals an apparition, like the spectre of the Brocken, may be seen. A late writer, who was there during a summer storm, was favored with the sight. The guests were in the parlor when it was announced that "the house was going past, on the outside." All rushed to the piazza; and there, sure enough, upon a moving cloud more dense than the fog that enveloped the mountains, was a perfect picture of the great building, in colossal proportions. The mass

of vapor was passing slowly from north to south, directly in front, at a distance apparently of two hundred feet from the house, and reflected the noble Corinthian columns which ornament the front of the building, every window, and all the spectators. The cloud moved on, and ere long we saw one pillar disappear, and then another. We, ourselves, who were expanded into giants in size, saw the gulf into which we were to enter and be lost. I almost shuddered when my turn came ; but there was no escaping my fate ; one side of my face was veiled, and in a moment the whole had passed like a dream. An instant before, and we were the inhabitants of a gorgeous palace ; but it was the "baseless fabric of a vision," and now there was left "not a wreck behind."

Although the Mountain House is far below the higher summits of the range, yet portions of four States of the Union and an area of about ten thousand square miles are comprised in the scope of vision from its piazza. From the top of the South Mountain, near and three hundred feet above the Mountain House, and of the North Mountain more distant and higher, a greater range of sight may be obtained, including part of a fifth State. The lakes, lying in a basin a short distance from the Mountain House, with all their grand surroundings, the house itself, the South Mountain, and the Roundtop or Liberty Cap, form the middle ground ; while in the dim distance the winding Hudson, with Esopus, Shawangunk, and the Highland ranges are revealed, the borders of rivers dotted with villas and towns, appearing mere white specks on the landscape.

Two miles and a half from the Mountain House is an immense gorge scooped from the rugged hills, into which pours the gentle outlet of the Cauterskill Lakes, in a fall, first of one hundred and seventy-five feet, and close

to it another of eighty feet. If the visitor would enjoy one of the wildest and most romantic rambles in the world, let him follow that little stream in its way off the mountains, down the deep, dark, mysterious gorge, until it joins the Cauterskill proper, that rushes through the Clove from the neighborhood of Hunter, among the hills above, and thence onward to the plain. The tourist, if he fails to traverse the rugged gorge, should not omit a ride from the Mountain House, down through the Clove, to Palenville and the plain, a distance of eight miles. After leaving the falls and reaching the Clove, down, down, sometimes with only a narrow space between the base of a high mountain on one side and steep precipices on the other, whose feet are washed by the rushing Cauterskill, our crooked road pursued its way, now passing a log house, now a pleasant cottage, and at length the ruins of a leather-manufacturing village, deserted because the bark upon the hills around, used for tanning, is exhausted.

Near this picturesque scene the Cauterskill leaps into a seething gulf between the cleft rocks and flows gently on, to make still greater plunges into darker depths a short distance below. This cleft is called the "Fawn's Leap," a young deer having there escaped a hunter and his dog, that pursued to the verge of the chasm. The fawn leaped it; but the dog, attempting to follow, fell into the gulf below and was drowned. The foiled hunter went home without dog or game. By some, less poetical than others, the place is called the "Dog Hole." A few rods below the Fawn's Leap the road crosses a rustic bridge, at the foot of a sheer precipice, and for half a mile traverses a shelf cut from the mountain side, two hundred feet above the stream that has found its way into depths so dark as to be hardly visible. Upon the opposite side of the creek, a perpendicular wall rises many hundred feet; and then, in

slight inclination, the mountain towers up at least a thousand feet higher, and forms a portion of the range known as the South Mountain. At the mouth of this cavernous gorge lies the pretty little village of Palenville, where we again cross the stream, and in a few moments find ourselves upon a beautiful and highly cultivated plain. From this point, along the base of the mountains to the road by which we enter them, or more directly to Catskill, the drive is a delightful one.

NOTE.—The following figures will perhaps, better than any description, convey some idea of the magnificence of the prospect from the Mountain House :

Elevation above River.....	2,830 feet.
Distance from the River by our line.....	8 miles.
Distance from the River by Road.....	12 “
Length of River in sight.....	65 “
Extent of view, North.....	120 “
“ “ South.....	80 “
“ “ East.....	60 “
Making an area of 1,200 square miles of view.	

G A Y ' S

GREENE COUNTY HOTEL,

CATSKILL, N. Y.

THE ONLY STAGE HOUSE IN TOWN.

Omnibuses to and from the Boats and Cars.

Headquarters for Lexington and Delhi Stages.

HOUSE OPEN ALL THE YEAR.

PHILIP C. GAY, - - Proprietor.

PROSPECT PARK HOTEL, CATSKILL, N. Y.

Situated on Prospect Hill, Catskill, overlooking the Hudson in front and Mountains in the rear, with 1,200 feet river front, and

18 ACRES OF GROUNDS,

elegantly laid out, with abundance of Shade Trees, Shrubbery, &c.

House new, five stories high, with piazzas sixteen feet broad on three sides, two stories high.

Furniture entirely new throughout, with Gas and


ALL THE MODERN HOTEL IMPROVEMENTS.

VIEW AND SCENERY

UNSURPASSED IN THE WORLD.

Mountain Air, Fine Drives, Boating, &c.

Accessible by *Hudson River Railway, Albany and New York Day Boats*, and steamers *Thomas Powell* and *New Champion*, from foot of Franklin street, New York, every day at 5 o'clock P.M.

 *Within five minutes of H. R. R. Cars and Day Boats, and four hours of New York.*

Open for Visitors, June 20, 1869.

JOHN 'BREASTED,

Proprietor.

HUDSON.

Hudson, Columbia County, N. Y.

115 miles from New York.

HOTELS—*Worth House, Mansion House.*

The City of Hudson is the capital of Columbia County, and occupies a site of great beauty, being built upon a promontory jutting into the Hudson River, and commanding the most extensive and charming views in every direction. The city extends up the slope of Prospect Hill, which rises to a height of 200 feet. The elevation just below Hudson Landing is *Mount Merino*. It is cultivated over almost its whole surface of 600 acres. Hudson, being at the head of ship navigation, was of great importance in the early commerce of the river, and it rapidly grew to be a place of considerable size and wealth. The Claverack Creek, a romantic stream, is a little east of Hudson, and running northward, joins other streams, forming *Columbiaville Creek*.

The *Hudson and Boston Railway* has its western terminus here, and connects at *Chatham* with the *Boston and Albany and Harlem Railways*.

ATHENS.

Athens, Greene County, N. Y.

115 miles from New York.

This village, directly opposite Hudson, was originally fixed upon

as the eastern terminus of the *Erie Canal*, but the project was abandoned. The inhabitants are largely engaged in ship-building and brick-making. A branch of the *New York Central Railway* connects Athens with Schenectady, and has added much to its prosperity. Above Athens and Hudson, on the east side of the river, is *Rogers' Island*, behind which the shipping of New York merchants was concealed during the Revolutionary War. At that time the island was densely wooded, and formed an effectual screen.

The ill-fated steamer *Swallow* was lost just off Athens.

COLUMBIAVILLE.

Stockport, Columbia County, N. Y.

119 miles from New York.

On the west side of the river is a promontory, with a light-house tower, which old river pilots call "*Chaney Tinker*," but which is now known as *Four-mile Point*.

Directly opposite to this is the mouth of Columbiaville Creek, on which, a short distance from the river, are large flannel mills.

COXSACKIE.

Coxsackie, Greene County, N. Y.

123 miles from New York.

This village is on the west side of the river. Its name is derived from an Indian word signifying "cut banks." The chief occupa-

tions of the inhabitants are ship-building, farming, and fishing. The headland nearly opposite is *Newtown Hook*. A mile below Cox-sackie are the extensive vineyards of Mr. Ezra Fitch.

STUYVESANT.

Stuyvesant, Columbia County, N. Y.

125 miles from New York.

Formerly *Kinderhook Landing*. The village of Kinderhook is 4 miles inland. Ex-President *Martin Van Buren* lived there for many years before his death.

NEW BALTIMORE.

New Baltimore, Albany County, N. Y.

127 miles from New York.

The chief business of this place is ship-building. There are several yards with complete sets of ways, etc. Schooners, sloops, and barges are the craft which are built.

SCHODAC.

Schodac, Rensselaer County, N. Y.

132 miles from New York.

A small village on the east bank of the river. Good farming lands lie along the river, and the surrounding region is a pleasant rolling country. The name is of Indian origin, signifying "a meadow."

COEYMAN'S.

Coeyman's, Albany County, N. Y.

132 miles from New York.

This village is on the west bank

of the river. Its name (pronounced *Que-mans*) is that of one of its early settlers. The range of mountains seen to the westward are the *Hellderbergs*.

A little below Coeyman's, near the west shore, is a high rocky island on which the boundaries of four counties meet, namely, Albany, Greene, Columbia, and Rensselaer. This island was named by the Dutch *Beeren*, or *Bear Island*; and on its summit once stood the "Castle" of *Rensselaerstein*, from whose wall Nicholas Koorn, the agent of Kilian Van Rensselaer, the Patroon, compelled passing vessels to dip their colors and pay tribute, or take the chances of being sunk by the ordnance of the fort. An amusing account of the whole difficulty between Governor Kieft of New Amsterdam, and the Patroon, is given in "Knickerbocker's" History of New York.

CASTLETON.

Schodac, Rensselaer Co., N. Y.

135 miles from New York.

A small and compact village, built upon a steep hillside on the eastern bank of the river. The domes and spires of Albany, 9 miles distant, may be seen from this point.

Castleton Bar, formerly known as the *Overslaugh*, has always been a serious impediment to navigation at this point. As early as 1790,

State appropriations were made for the purpose of improving the channel, but all efforts were unavailing until the present system of dykes was commenced. *A. Van Santvoord, Esq.*, of Albany, President of the Day Line of New York and Albany Steamers, and other prominent citizens of Albany and Troy, had the subject brought before the State Legislature, and work was begun in 1863. In 1868 the U. S. Government assumed the work of completing the dykes, and they may now be seen stretching for several miles along the river, effectually accomplishing the purpose for which they were intended.

GREENBUSH,

Greenbush, Rensselaer Co., N. Y.,

144 miles from New York,

Is situated on the east side of the

river opposite to Albany. Its population is largely made up of employés on the great railway lines which meet here from all parts of the Eastern States and from New York.

Along the river bank, both above and below the village proper, are handsome houses, and many pleasant-looking villas and cottages may be seen on the high bluff which rises beyond the alluvial flats that border the river.

Greenbush is a translation of the old Dutch name, which was doubtless appropriate in its day. During the French War in 1755, *Greenbush* was a military rendezvous, and again in 1812 the United States Government established extensive barracks whence troops were forwarded to the Canadian frontier.

ALBANY.

Albany County, N. Y.

144 miles from New York.

HOTELS—*Delavan, Stanwix, Congress Hall, and City Hotel.*

THIS city lies upon the west bank of the Hudson River, near the middle of the county, and embraces a strip of land about one mile wide, extending thirteen and a half miles in a northwest direction, to the northern boundary of the county. Before incorporation it was known under the names of "Beverwyck," "William Stadt," and "New Orange." The seat of the State Government, originally fixed at New York City, was removed to this place in 1798. The early growth of the city was exceedingly slow; its population numbering less than 10,000 at the end of a century from its incorporation, which was in 1686. In 1714, when a century old, it contained only 3,329 inhabitants, nearly 500 of whom were slaves. Steam navigation, originated by Fulton on the Hudson in 1807, and the completion of the Erie Canal in 1825, each gave powerful impulses to its growth, and in less than half a century it added more than 50,000 to its population. In 1865, the census report shows about 63,000. The whole city, comprised within the limits of Pearl, Steuben, and Beaver Streets, in 1676, was surrounded by wooden walls, with openings for musketry. There were six gates to the city, and the maintenance of these fragile defences was the source of unceasing contention between the authorities and the inhabitants. A portion of these walls were remaining so late as 1812; they were thirteen feet in height, and made of timber about a foot square. The city has many handsome avenues, and the walks and drives about the city are exceedingly beautiful. A walk of half a mile from the city brings to view the verdure-clad mountains of Vermont and the towering Catskills. The first railroad in the State of New York, and the second in the United States, was opened from Albany to Schenecta-

dy in 1831. The commerce of Albany is very considerable.

COMMUNICATIONS.

Besides the great natural means of communication which the river affords, the city is connected with New York by two lines of railroad, the *Hudson River* and the *Harlem*. The *New York Central Railroad* and the *Erie Canal* connect it with the Great Lakes. Through Troy it communicates with Northern New York, Vermont, and Canada by the *Rensselaer & Saratoga* and *Troy & Boston* railways, and by the Champlain Canal. By the *Boston & Albany Railway*, it communicates with the New England States, and by the *Albany & Susquehanna Railway* with Binghamton and the coal regions of Pennsylvania.

TRADE AND MANUFACTURES.

The manufactures are extensive and varied. Its numerous *stove foundries* and *breweries* are on an immense scale. Seventy thousand barrels of ale are made annually at one brewery. The *workshops* of the Central Railroad give employment to more than one thousand persons. Its other manufactures are varied and extensive. The sales of barley amount to more than 2,000,000 bushels per annum, most of which is consumed by the brewers. *Lumber* is another very im-

portant article of trade. Albany is also one of the leading *cattle-marts* of the country. The markets at Bull's Head in New York, and at Brighton, near Boston, receive a large portion of their supplies from here.

PUBLIC BUILDINGS.

The *State buildings* include the Capitol, State Hall, State Library, Geological and Agricultural Hall, Normal School, and State Arsenal and Armory. The *City Hall* is an elegant structure, faced with Sing Sing marble, and surmounted by a gilded dome. The *Albany Exchange*, a massive granite building, is situated on Broadway, at the foot of State Street, and contains the Post-office.

INSTITUTIONS.

Besides Public Schools, the Educational Institutions are the *Albany Academy*, *Albany Female Academy*, *Albany Female Seminary*, *Albany Institute*, and the *Albany Industrial School*. The public schools afford instruction to 20,000 children of both sexes, and are conducted at an annual expense of \$50,000. There are two *Christian Associations*, *Protestant* and *Catholic*, the former being the oldest institution of the kind in the United States. The *Dudley Observatory*, on an eminence in the northern border of the city, was incorporated

April 2, 1852; it was founded through the munificence of Mrs. Blandina Dudley, who gave \$90,000 for its construction and endowment. The building, constructed in the form of a cross, is admirably arranged, and is furnished with some of the largest and finest instruments ever constructed. It has an extensive library attached. The *Albany Medical College* and the *Law School of the University of Albany* are on Eagle Street, and have all the facilities for teaching the respective sciences. The *Albany Almshouse*, *Insane Asylum*, and a *Fever Hospital* are located upon a farm of 116 acres, one and a half miles southwest of the city, and are under the management of the city authorities. The *Industrial School* building is located on the same farm. The *Albany City Hospital*, on Eagle Street, was incorporated in 1849. The *Albany Orphan Asylum*, on Washington Street, at the junction of the Western Turnpike, was incorporated it 1831; it was erected, as was the City Hospital, by private subscription; it is now aided by State funds. The *St. Vincent Orphan Asylum*, incorporated in 1849, is under the charge of the Sisters of Mercy. The male department, two miles west of the Capitol, is under the charge of the Christian Brothers.

CHURCHES.

The first church (Ref. Prot. D.) was formed in 1640. A Lutheran Church existed in 1680. The first Protestant Episcopal Church (St. Peter's) was erected in 1715; it stood in the centre of State Street, opposite Chapel Street. The communion plate of this church was presented to the Onondagas by Queen Anne. The most costly edifices are the Catholic Cathedral of the Immaculate Conception, corner of Eagle and Lydius Streets, and the St. Joseph's (R. C.) Church. In 1858 there were forty-eight churches in the city.

Water is supplied to the city from Rensselaer Lake, about five miles west of the City Hall, and 225 feet above the level of the water of the Hudson. This lake covers thirty-nine acres, and its capacity is 180,000,000 gallons. A brick conduit conveys the water to Bleecker Reservoir, on Patroon Street, whence it is distributed through the city. This reservoir has a capacity of 30,000,000 gallons. The cost of the construction of these works was upwards of \$1,000,000.

An important event in the recent history of Albany was the construction of the railroad bridge over the Hudson. It was completed in March, 1866. The total length of this bridge is now 4,009 feet, or

over three-fourths of a mile. The approaches consist of embankments and masonry, leaving the bridge proper 2,016 feet in length. It has twenty spans—three over the Albany basin, each 66 feet in length; six across the river, two of which form the draw, 112 feet each, and the other four fixed spans, 172 feet each. The remaining eleven extend across the flats, and are 66 feet each, except one of 71 feet. Its height is 30 feet above ordinary summer tide level. Piers are of cut stone, quarried at Amsterdam and Tribe's Hill, on the line of the New York Central Railway, and from Kingston, on the Hudson River, in Ulster County. The superstructure is of iron, sufficiently wide for two tracks. Its cost has been \$1,150,000.

STANWIX HALL,

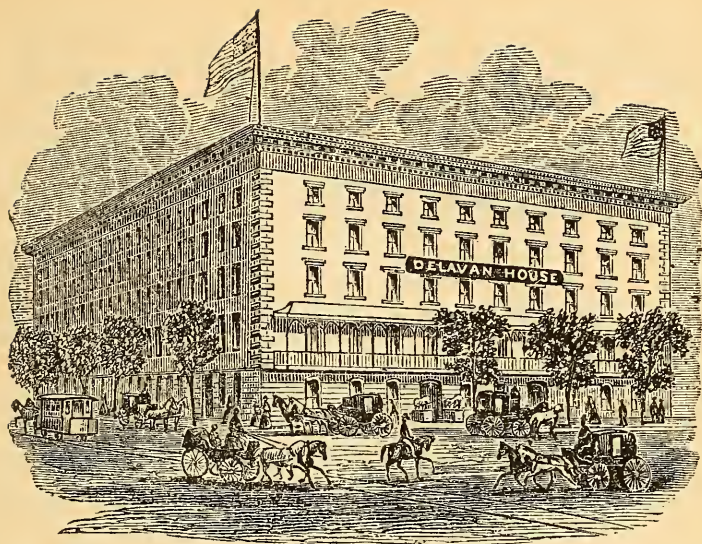
Albany, N. Y.,

(Corner of Broadway and Maiden Lane.)

FIRST-CLASS IN EVERY RESPECT.

HOTEL OMNIBUS TO AND FROM THE
RAILROADS AND STEAMBOATS.

DELAN VAN PECK, Proprietor.



DELAVAN HOUSE,

ALBANY, N. Y.

Charles E. Leland, Proprietor.

CLARENDON HOTEL,

SARATOGA SPRINGS, N. Y.

This Hotel is beautifully situated on Broadway, opposite Congress Grove, with the Washington or Champagne Spring on its grounds. Its apartments are spacious, and elegantly furnished.

OPENED FOR THE RECEPTION OF GUESTS
JUNE 1st.

Rooms may be secured by addressing, DELAVAN HOUSE,
Albany, or the proprietor,

CHARLES E. LELAND,

Saratoga Springs, N. Y.

AMERICAN HOTEL,

Saratoga Springs, New York.

This Hotel is situated on **BROADWAY**, in the
centre of the **BUSINESS PORTION OF THE**
VILLAGE, and near the

CELEBRATED CONGRESS SPRING AND PARK.

The house is a brick edifice, having a frontal of 220 feet on
Broadway, and contains the

MODERN IMPROVEMENTS

In Hotel conveniences, and will accommodate about

THREE HUNDRED GUESTS.

ITS APARTMENTS ARE

LARGE, COMMODIOUS, AND ELEGANTLY FURNISHED,

And many of them are arranged especially for the

ACCOMMODATION OF FAMILIES
AND

PRIVATE PARTIES.

OPEN ALL THE YEAR.

WILLIAM H. McCaffrey,

Proprietor.

RENSSELAER & SARATOGA RAILROAD.

Troy to Rutland, via Saratoga Springs, 95 miles.

Schenectady to Rutland, 85 “

Troy to Rutland, via Eagle Bridge, 85 “

UNDER this name are associated six different Railway Companies, all under one control and management.

These are the Rensselaer & Saratoga Railroad, extending from Troy to Ballston, 25 miles; the Saratoga & Schenectady Railroad, from Schenectady to Saratoga, 22 miles; the Albany & Vermont Railroad, from Albany to Albany Junction, 12 miles; the Saratoga & Whitehall and the Rutland & Whitehall Railroads, from Saratoga to Castleton, 54 miles; and the Troy, Salem, & Rutland Railroad, from Eagle Bridge to Rutland, 62 miles.

It will be seen, by reference to the map, that these associated roads form portions of the great direct through routes from New York to Montreal, by the way of the valleys of the Hudson River and Lake Champlain.

This route also forms the avenue to the popular watering-places of Ballston, Saratoga, and Lake George, and is the great thoroughfare of summer pleasure travel.

In going North from Albany and Troy the road affords two routes—one by way of Saratoga Springs, and one by way of Eagle Bridge; and passengers wishing to go to Rutland or, all the way by rail, to Burlington and beyond, can take either route to suit their convenience or choice; but travelers for Lake George or Whitehall, and the Lake Champlain steamer route, must go *via* Saratoga Springs.

For *Lake George*, passengers change cars at Fort Edward, and at Glens Falls take stages for Caldwell, at the head of Lake George, from whence steamers run down the Lake to Ticonderoga and connect (by a stage route of four miles) with the Lake Champlain steamers.

Travelers not wishing to go *via* Lake George can make the connection direct with the Lake Champlain steamers at Whitehall, and avoid the stage rides and changes at Glens Falls, Caldwell, and Ticonderoga.

By continuing through to Rutland, the route to Burlington is made all the way by rail.

CONNECTIONS.

At Albany the Rensselaer & Saratoga Railroad, besides its connections with the various lines of Hudson River steamers, connects also with the Hudson River and the Harlem Railways for New York; with the Boston & Albany Railway for Boston; with the Albany & Susquehanna Railway for Binghamton, and with the New York Central Railway.

At Troy connections are made with steamers on the river with the Hudson River and Harlem Railways, the Troy & Boston Railway, and the New York Central.

At Schenectady the Schenectady branch from Saratoga and Ballston connects with the New York Central Railway. The connection at this point is the most convenient one for travelers going West or coming from the West.

At Saratoga Springs the Adirondack Railroad connects for Luzerne, and Warrensburg, and points reached from those places.

At Fort Edward the Glens Falls Branch connects with Glens Falls, forming a part of the Lake George route above mentioned,—a route much patronized in the season of summer travel.

At Whitehall direct connection is made with Lake Champlain, another great thoroughfare of summer travel.

At Rutland both branches of this road intersect the Rutland Railroad for Burlington and all points North, and for Bellows Falls

and the White Mountains, and points East. The Rutland & Bennington R. R. also connects at this point—running South.

These numerous connections give to the Rensselaer & Saratoga R. R. the character of a great trunk route, and make it perhaps the most important of the Northern routes.

Having connections with steamer lines, both North and South, it derives therefrom important advantages both for freight and passenger traffic not possessed by any other route between New York and Montreal.

ALBANY RURAL CEMETERY.

Watervliet, Albany Co., N. Y.

148 Miles from New York.

One of the most beautiful rural cemeteries in the country, abounding in romantic dells, shaded ravines, cascades, miniature lakes, rustic bridges over forest streams, &c. It is a place of rare picturesque beauty.

WEST TROY.

Watervliet, Albany Co., N. Y.

150 Miles from New York.

This place has important manufactories of woolen goods, bells, carriages, and various other articles. An extensive United States Arsenal, consisting of more than thirty buildings of brick and stone, is located here. Its grounds occupy about one hundred acres. It is the principal government manufactory of gun-carriages, machinery, equipments, ammunition, and military supplies.

COHOES.

Watervliet, Albany Co., N. Y.

153 Miles from New York.

An important manufacturing village on the Mohawk. An extensive dam creates an immense water-power here, comprising the whole body of the Mohawk River, with a total descent of 103 feet. The railroad bridge across the Mohawk is 900 feet in length, and is in full view of the Cohoes Falls, about three-fourths of a mile above. The river here flows over a rocky declivity 78 feet in height, of which 40 feet is a perpendicular fall. The main fall is 900 feet wide, and the banks above and below are wild and precipitous. The Erie Canal rises by a series of 18 locks from the Hudson River, through the village of Cohoes, to the northerly part of the town of Watervliet, three miles above, at which point it crosses the

river in a stone aqueduct, 1,137 feet long, 26 feet high, and resting on 26 piers. The products of the knitting and cotton mills, axe and edge tool, and other factories, amount to over \$2,000,000 per annum. In recent excavations made in the rocky bank of the Mohawk, for the foundation of a new mill, the fossil remains of a gigantic mastodon were discovered. The Harmony Mills Co. of Cohoes have liberally donated this interesting relic of the earth's ancient history to the State collection at Albany. It is considered as the most perfect skeleton of the mastodon ever discovered.

WATERFORD.

Waterford, Saratoga Co., N. Y.

154 Miles from New York.

HOTEL, Morgan House.

This township was formed from that of Half Moon in 1816. It oc-

cupies the angle formed by the confluence of the Hudson and Mohawk rivers, the village itself being near the point where the two unite. An almost perpendicular range of slate cliffs extends along the Mohawk for some distance from its mouth. Falls in both rivers furnish an excellent water-power.

The Hudson River was bridged at this point in 1804. The original bridge, however, was removed in 1812, and the present structure erected in its place.

ALBANY JUNCTION.

Waterford, Saratoga County, N. Y.

156 miles from New York.

AT this place the Albany division unites with the main road from Troy. The railroad now runs along between the Champlain Canal and the Hudson River, on an interval about half a mile in width for several miles.

GREAT EMPORIUM
FOR
STEREOSCOPES AND VIEWS
OF ALL PARTS OF THE WORLD,
Photographic Albums, and Photographic Materials.
E. & H. T. ANTHONY & CO.,
591 Broadway, New York, opposite Metropolitan Hotel.

CHROMOS.

These beautiful pictures, that cannot be distinguished from the finest Oil Paintings, at one-tenth their cost, we import largely from Paris, London, Berlin, Vienna, and Rome, and supply the trade at the lowest rates.

TROY.

Rensselaer County, N. Y.

150 miles from New York.

HOTELS—*American House, Troy House, and Mansion House.*

THIS city is principally located upon an alluvial flat three-fourths of a mile wide, between the Hudson River and the high bluffs which bound it on the east. The bluff directly east of the city is known as Mount Ida, and that on the northeast as Mount Olympus. Mount Ida is principally composed of clay, and has been the scene of several destructive land-slides. Poesten Kil and Wynant's Kil, breaking through these hills in narrow ravines, form a series of cascades which afford an excellent water-power. The city charter was granted April 12, 1816. A terrible fire in 1862 destroyed forty acres of its dwellings, which, with the other property destroyed, amounted to not less than \$3,000,000, half being covered by insurance. The present population is about 40,000.

The city contains a very handsome court-house of Sing Sing marble, wide and well-paved streets,

planted with shade-trees, extensive water-works, gas-works, and other improvements usual in a prosperous modern city. The *Troy water-works* were built by the city in 1833-1834, and have since been extended. The water is drawn from Piscawin Creek, and the reservoir is sufficiently high to raise it to the top of most of the houses.

MANUFACTURES.

There are twenty-two factories operated by water-power, a part of which is afforded by a dam thrown across the Hudson, which also renders the river above navigable for canal-boats. Numerous iron-foundries and machine-shops afford employment to large numbers of the inhabitants. Some of these are of great magnitude, and in the aggregate employ 3,000 men. The establishment of Messrs. Winslow, Griswold & Holley, where the Bessemer cast-steel is manufactured, is the

largest of the kind in the United States. The famous original "Monitor" was constructed by these gentlemen; they also had a contract subsequently to build six other iron-clad vessels. The Troy horseshoe, railroad-spike, and nail manufactory is one of the largest in the State. The manufacture of cotton and woolen goods is also conducted on a large scale. The railway-car manufactory here is the largest in the State. Paper, hosiery, carriages, clothing, shirts, collars, mathematical instruments, &c., are largely manufactured. Breweries, distilleries, flour and grist mills, are many in number and extensive in operation.

EDUCATIONAL INSTITUTIONS.

The educational institutions, besides the public schools, are the *Troy Academy*, incorporated in 1834; the *Troy Female Seminary*, first established at Middlebury, Vt., in 1813, removed to Waterford in 1819, and thence to this place in 1821, incorporated in 1837. This institution gained a national reputation under the charge of Mrs. Emma Willard. Upwards of 7,000 pupils have been educated here. The *Rensselaer Polytechnic Institute*, organized in 1824, was endowed by Stephen Van Rensselaer. It was formed for the purpose of teaching the application

of mathematics to civil engineering and the natural sciences. Next to West Point this institute has the best reputation in its special departments of any school in America. The *Troy Lyceum of Natural History* was incorporated in 1820. *St. Peter's College* is built on Mount St. Vincent. The college building, in process of erection, was destroyed by a land-slide in 1859: has since been rebuilt. *St. Joseph's Academy* was founded in 1842.

CHARITABLE INSTITUTIONS.

The *Troy Hospital*, in the care of the Sisters of Charity, was incorporated in 1851. The *Marshall Infirmary*, incorporated in 1851, was built at an expense of \$35,000, which was donated by Benj. Marshall, Esq. The *Troy Orphan Asylum*, incorporated in 1835, situated on Grand Division street, is built of brick, and supported by private donations and State appropriations. Children between three and nine years are received, and dismissed at ten, when suitable situations can be obtained. *St. Mary's Orphan Asylum*, connected with St. Mary's Church (R. C.), is under the care of the Christian Brothers and Sisters of Charity. The *Warren Free Institute*, a school for indigent female children, was incorporated in 1846. It was endowed by the Warren

family. A free church for the pupils and their parents is connected with the Institute.

COMMUNICATIONS.

Being situated at the head of tidal waters, steamers run daily up and down the river. Besides the Hudson River, the Erie Canal, and the Champlain, giving water communication of vast extent, railroads connect the city with every part of the country. The Union Railway Depot is a magnificent building, and was built for the joint accommodation of the four great railroads that centre here, viz. : the Hudson River, the New York Central (uniting at Schenectady with the other branch from Albany), the Rensselaer & Saratoga, and the Troy & Boston Railways, the two latter running northerly through Eastern New York and Western Vermont, and connecting with roads to Burlington, Montreal, &c. On the completion of the great Hoosic Tunnel the Troy & Boston Railway will form a direct route to Boston.

GREEN ISLAND.

Watervliet, Albany Co., N. Y.

151 Miles from New York.

This island is about one mile long and half a mile wide ; it lies in the Hudson River, its upper end being opposite to the mouth of the Mohawk River. The surface of the

island is generally level. Most of the buildings which stand upon it are railroad machine-shops or factories of some kind. The lower end of the island is opposite the city of Troy, with which it is connected by bridges. The track of the Rensselaer & Saratoga Railway runs from end to end of the island. The island was occupied as a camping ground during the revolution by the Americans under General Gates.

MECHANICSVILLE.

Stillwater, Saratoga Co., N. Y.

162 Miles from New York.

An incorporated village, lying partly in Half Moon, but principally in Stillwater. It has an extensive linen thread manufactory. Population in 1860, 1,111. The township of Stillwater contains the battle-grounds of "Bemis Heights," where the engagements were fought which resulted in the surrender of General Burgoyne to General Gates in 1777.

ROUND LAKE STATION.

Malta, Saratoga Co., N. Y.

Near this station is a large and beautiful grove in which camp meetings of the Methodist Church are annually held. The village and lake of the same name are about one mile east of the station.

BALLSTON SPA.*Milton, Saratoga Co., N. Y.**175 Miles from New York.***HOTEL—*Sans Souci.***

This village has long been celebrated for its mineral springs, and it was formerly a famous place of summer resort for invalids until its attractions became somewhat overshadowed by those of Saratoga. Its waters are very similar to those of the Saratoga springs. The *Lithia Spring*, recently discovered, is very highly recommended by medical men and by invalids who have tried

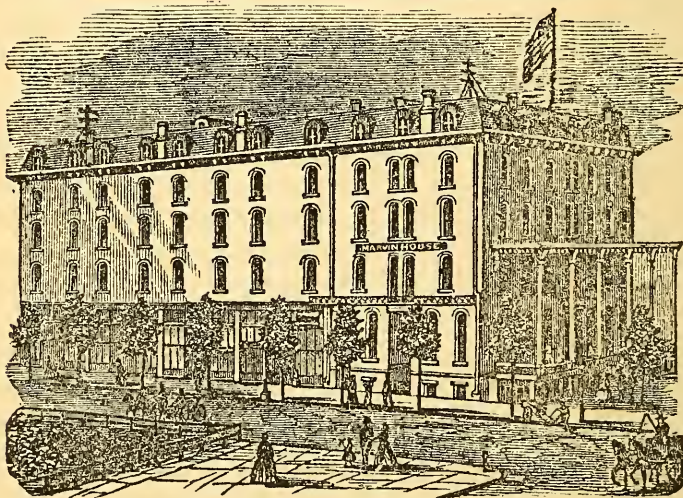
the effects of its waters, which are strongly impregnated. Benajah Douglas, grandfather of the Hon. Stephen A. Douglas, in 1792 built a log-house near the "Old Spring" for the accommodation of invalids, &c. The Sans Souci Hotel is an old and popular resort for visitors during the summer months.

From Ballston Spa a branch of the Rensselaer & Saratoga R. R. runs to Schenectady, connecting with the New York Central R. R. for Buffalo, Niagara Falls, and points West.

For continuation of main line of R. & S. R. R., see page 67.

MARVIN HOUSE,

Cor. Broadway & Division St., Saratoga Springs, N. Y.



This House is entirely new, with gas and bells in each room, elegantly furnished, and admirably located for the convenience of visitors. It will accommodate 250 guests, and in all its appointments ranks as a first-class Hotel.

OPEN ALL THE YEAR.

A. & D. SNYDER, PROPRIETORS.

SCHENECTADY BRANCH OF RENSSELAER & SARATOGA R. R.

SCHENECTADY.

Schenectady County, N. Y.

17 Miles from Albany. 22 Miles from Saratoga Springs. From Buffalo, 281.

HOTELS—*Givens', Carley (late Eagle).*

THE site of this city is a tract purchased from the Indians by the agent of the Rensselaer estate. The settlement was commenced in 1661. It is situated on the Mohawk, and on the borders of one of the finest intervals in the State. In 1690 it contained eighty houses. On the 8th of February in that year, about three hundred French and Indians entered the palisades which surrounded the city at the unguarded portals, and fired the dwellings, and attacked the slumbering inmates. Most of the dwellings were destroyed; and the inhabitants who were not carried off, rushing from their beds to escape the savages, perished in the snow. Only a few reached Albany, the nearest shelter. In 1795 Schenectady was made the headquarters of the "Western Navigation Company," organized to navigate the Mohawk River to Oneida Lake. It was incorporated as a city in 1798.

TRADE AND MANUFACTURES.

Besides a considerable amount of trade, which is now carried on here by means of the canal and the railways which centre here, the people are largely engaged in various manufactures, among which are included machinery, cotton, carriages, agricultural implements, and various utensils, implements, &c. The engine-houses and repair-shops of the N. Y. Central Railroad Co. are very extensive, and one of the largest locomotive manufactories in the country is located here. This is a great market for broom corn, a staple product of the valley.

UNION COLLEGE,

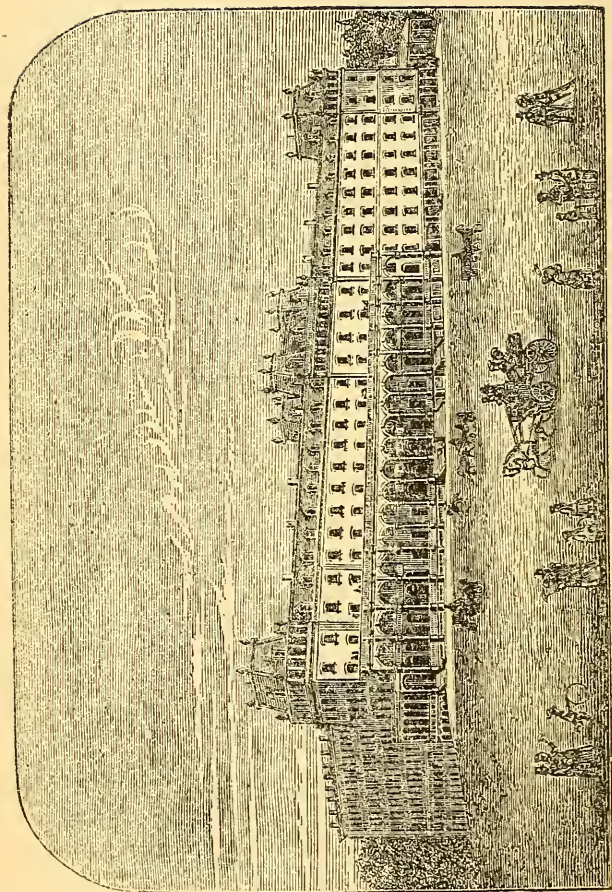
Incorporated in 1795, was first erected in the city, but now graces an eminence on its eastern boundary, and commands a fine view for many miles up and down the Mohawk valley. The first college building was erected in 1814. It is large-

ly endowed by grants from the State, and by private contributions. The college has attained a high reputation under the presidency of Dr. Nott, and its present president Dr. Hickok. Aid is furnished to students of limited means from the State fund, without reference to what profession they propose to follow. Through the liberality of E. C. Delavan, Esq., the "Wheatley Collection" of minerals and shells was secured for the college at a cost of \$10,000. A department of civil engineering and analytical

chemistry has been organized, affording ample facilities in this direction. Union College is the *alma mater* of the Hon. W. H. Seward, and many other distinguished statesmen, and men of science and letters. The public schools are well conducted.

The *Vale Cemetery Association* was organized in 1858. The cemetery contains fifty acres, and is located in a beautiful vale on the border of the city. It is covered with native pines, and is tastefully laid out and ornamented.





CONGRESS HALL, SARATOGA SPRINGS, N. Y.

Opens June 1st.

H. H. HATHORN, Proprietor.

SARATOGA SPRINGS.

Saratoga Springs, Saratoga Co., N. Y.

182 Miles from New York.

THE village of *Saratoga Springs* is approached by rail from the south-west, and but little of the village can be seen from the railroad. It is somewhat irregularly laid out, and many of its streets are pleasantly shaded. The land on which the village proper stands is sufficiently level to render all parts of the place easy of access on foot or in a carriage, and yet is broken into low, rolling hills, so that the monotony of a dead level is pleasantly relieved. The population is about 8,000 during the winter, and rather more than double that number at almost any given time during the summer. Saratoga County, near the centre of which are the Springs, is bounded on the south and east by the Mohawk and Hudson rivers, along whose banks are a variety of picturesque drives leading through scenery, interesting from its intrinsic beauty as well as for its historic associations.

Near the central part of the village, and overlooked by many of the principal buildings and hotels, is a shallow valley, beneath which, deep in the bowels of the earth, is one of the most wonderful of Nature's laboratories. There she prepares solutions of various medicinal and mineral substances with a subtle power of combination which no chemistry has been able successfully to imitate, and sends the different solutions to the surface of the earth by channels which reach the light within a few rods of one another, yet discharge waters distinct in their constituents, various in their medicinal effects, and uniform in their temperature, quantity, and curative powers from year to year.

We cannot wonder that, in an age which believed in a plurality of gods, mineral springs were regarded with mingled fear and veneration. We have very ancient accounts of such springs, which were valued for

their natural and worshipped for their supernatural properties. Greek and Roman, and even Hebrew and Chaldaic writers, mention charmed fountains whose waters cured disease and almost restored the dead to life. The fabled fountain of eternal youth doubtless had its origin in the bubbling waters of some mineral spring, as well as in the fancy of the poet who first gave it a name. Even in the time of our Saviour, the Pool of Bethesda had a wide celebrity, and was visited by invalids from all Palestine. In those days the agitation of the water was ascribed to the miraculous presence of an angel, and superstition probably added the belief that only the first person who bathed in the water after its agitation would experience beneficial effects.

To the modern traveler the springs of Europe are well known. Some of them have been used medicinally for centuries, and still retain unchanged the qualities which have made them famous. We may, therefore, fairly infer that the Saratoga waters will prove a blessing to "countless generations yet unborn," as they have to ourselves and to our forefathers.

It is impossible to know or ascertain when the High Rock Spring was first discovered by the Indians. That it was known to them and used with superstitious reverence long

before a white man tasted its waters, there is no doubt.

THE HIGH ROCK SPRING.

This spring, it is believed, is the first which was discovered in this vicinity. The peculiar formation which gives it its name early attracted the attention of Indian hunters, and the white pioneers of American civilization were not long in learning from them that it possessed valuable qualities. The water has built a curb for itself, the foundations of which must have been laid when the continent was in its infancy. The water being impregnated with particles of mineral substances, probably at first saturated the ground about the outlet of the spring. As the water evaporated, a species of rock was formed by the commingling of earth and mineral; successive though almost imperceptible deposits overlaid this formation, and in the course of ages the foundation of pure mineral substances was laid; and the water continuing to flow over its surface, gradually built up the present curious rock, which is $3\frac{1}{2}$ feet high, and 23 feet 4 inches in circumference. There is an Indian tradition that many years ago the water ceased to flow over the rock, owing to the displeasure of the Great Spirit. The water, however, remained within reach from the top, and the over-

flow probably found a way of escape through cracks which eventually have been stopped by deposits from the water. Man, however, took it upon himself to assist nature, and in 1866 an excavation was made below the rock. Immediately under the rock was a tree-trunk 18 inches in diameter, still preserving its shape, but not very firm in its texture. Directly below the outlet was a cavity some ten feet deep, in which were found a large number of tumblers, cups, &c., which had, in the course of years, slipped from careless hands and been lost. The water was traced to the point at which it issued from the solid rock, tubes were set to bring it pure from its source, and now the High Rock is a favorite resort for visitors. A pagoda has been erected over the spring, and a bottling-house near by contains the usual apparatus for preparing the water for foreign markets. It is said that the first white man who used these waters was Sir William Johnson, who was brought through the wilderness which then surrounded Saratoga on a litter, and remained drinking the water for a few weeks, when he was able to walk away without assistance. This is the first recorded instance of the thousands of well authenticated cures effected by the waters of Saratoga.

THE CONGRESS SPRING.

The bottled and boxed waters of this spring are familiar to the eyes of freight agents, expressmen, and druggists all over America, and to a considerable extent in Europe. It is the most generally known and used of any of the Saratoga springs, and has probably effected more cures of the diseases for which its waters are a specific than any other mineral spring in America.

It was discovered by a party of hunters in 1792, and was forthwith named Congress Spring in honor of John Taylor Gilman, member of Congress from Exeter, New Hampshire, who was one of the party.

As soon as the properties of the water became generally known, the small supply obtainable from the natural overflow led the inhabitants to attempt making a reservoir. This, to their dismay, resulted in a total stoppage of the spring, which continued for some time. One of the first settlers, Gideon Putnam by name, while prospecting in the vicinity, observed bubbles rising from the bed of the brook near whose margin the Congress Spring had formerly flowed. He dug a new channel for the stream, and to his delight found the lost waters bubbling up in their original purity. The spring was soon afterward

rudely tubed with plank, and in 1823 it was first bottled for exportation by Dr. John Clarke of New York, who purchased the spring and adjacent lands from the Livingston family, who held it under an ancient grant. In 1842 the spring was re-tubed. An excavation was made which revealed the rock whence the water issued. The tubing was placed in the most careful manner, and by means of packing with clay a larger supply of water was obtained. The property continued in the hands of Dr. Clarke's heirs or their executors until 1865, when it was purchased by a company incorporated under the name of the *Congress and Empire Spring Company*. This company owns the beautiful semicircular valley in which the Congress and Columbian springs are found. The sides of this valley are still covered with forest trees, amid whose towering trunks are shaded walks which afford a gay and fashionable promenade for the thousands of visitors who throng the great hotels near by.

THE COLUMBIAN SPRING, a few rods south-west of the oblong pavilion which covers the Congress, is similar in its constituents to the latter, but contains more iron, and is apt to occasion a headache if taken before breakfast. Full directions

for the use of the different waters, either separately or in combination, will be found posted in conspicuous places in the spring-houses, and in printed circulars which may be obtained at the hotels.

The water of the springs is free to all, and the boys who dip it for the use of guests do so as a speculation. They receive no other compensation than that which is voluntarily given by those who avail themselves of their services.

THE EMPIRE SPRING.

This is the farthest north of any of the first-class springs near the village. Although the existence of mineral water in this locality has been known for a long time, it was not until 1846 that any one thought it worth the necessary expense of excavation and tubing. At that time the Messrs. Robinson owned the property, and determined to tube the spring. The rock was struck twelve feet below the surface of the earth, and so copious was the flow of water that the tubing proved to be a work of unusual difficulty. It was, however, successfully accomplished, and the water flowed in great abundance and purity. It soon attracted the attention of medical men, and was found to possess curative properties which rendered it available in diseases which had not

before been affected by Saratoga waters. The analysis, by Prof. Emmons, shows the presence of iodine in considerable quantities. Its general properties, however, closely resemble the Congress, and it was for a time known as the New Congress Spring. Since 1846 the property has changed hands three times, and is now owned by the *Congress and Empire Spring Company*, which was formed by the consolidation of two other companies in 1865. The buildings and bottling arrangements of this spring are very complete.

THE STAR SPRING.

This was formerly known as the President and the Iodine. It is over half a century since its waters were first known and used, but their full virtues were not developed until 1862, when it was discovered that the water was becoming impure, or at least diluted, in consequence of defective tubing. It was nevertheless much used by citizens and visitors; but not until the water was traced to its rocky source and tubed in the best manner, were its peculiar properties made manifest. Professor Chandler's analysis shows that the water contains a larger amount of iodine than is contained in the water of any other Saratoga spring. It contains 20 grains of

iodine to each gallon of water, while the most strongly impregnated of the other springs contains only 12 grains in a gallon. There is also a larger quantity of carbonic acid gas in this than in any of the other springs—none of them containing more than 321 cubic inches to the gallon, while the Star has over 407. The other ingredients generally exceed the similar ingredients of other springs, and the solid contents left after the evaporation of a gallon of water amount to $615\frac{618}{1000}$ grains, considerably exceeding the residue obtained by subjecting other waters to similar treatment.

This spring is especially beneficial to persons suffering from chronic rheumatism or cutaneous diseases. It has now been in use all over the United States for a period of six years, and is constantly increasing in popularity. As a beverage it has no superior; as a cathartic it is fully equal if not superior to any of the other mineral waters of America; and as a tonic and diuretic it possesses qualities which are not even claimed for other waters.

The spring and bottling house of the *Saratoga Star Spring Co.* are a short distance south of the Empire Spring, and quite near those of the High Rock. They are reached by a flight of stairs leading down the

bluff from Front street, which runs nearly parallel to Broadway.

THE WASHINGTON SPRING

Is in the private grounds of the Clarendon Hotel, a few hundred yards south-west of Congress Spring. The waters of this spring were utilized by the same Gideon Putnam who rescued Congress Spring from its threatened oblivion, but no attempt was made to insert permanent tubing until 1858. At that time a large shaft was sunk, without extraordinary precaution, to the rock, thirty feet below the surface. There it was found that the water came from some point still uncovered. A tunnel was accordingly dug, following the flow of water. The workmen had progressed about ten yards when a sudden rush of water admonished them to flee for their lives, and in a few minutes tunnel, shaft, and machinery were covered with water, which boiled and bubbled with carbonic acid gas in such a manner as to console the proprietors of the spring for the loss of their tools and labor. A powerful rotary steam-pump failed to lower the water sufficiently to continue work, and two more shafts were sunk before the place where the water issued from the rock was found. Tubing was then introduced, and ever since the

spring has continued to yield an abundant supply of water.

OTHER SPRINGS.

The whole region around Saratoga overlies a geological formation which is rich in mineral springs; and although those which have been described are the most popular and the most generally beneficial, there are others which are prized by individuals for especial purposes, and which are used to a considerable extent. Within a quarter of a mile of the Congress are the HAMILTON and PUTNAM SPRINGS. The first of these is almost directly back of Congress Hall. Its waters are not bottled, and are used by a comparatively small number of persons. THE PUTNAM SPRING is reached by an alley from Broadway near Congress Hall. It is connected with a bathing establishment, where baths of mineral water may be obtained. Such baths are highly recommended as purifying to the system and as assisting the internal use of mineral waters.

Following Putnam street, which leads along the valley where the springs are found, we reach successively the PAVILION FOUNTAIN, near the site of the old Columbian Hotel, the FLAT ROCK SPRING, and the SELTZER SPRING. This last-named spring is tubed with

glass, so that the bubbles of gas can be seen rising with the water. It resembles the celebrated Seltzer water of Germany. A few rods to the northward is the "High Rock."

The SARATOGA "A" SPRING is outside of the village, on the same road which leads to the TEN SPRINGS, which are about two miles from Saratoga. The EXCELSIOR is the only one of them which is used. On Saratoga Lake, opposite the Lake House, is a sulphur spring, but little used. There are several other springs within a radius of a dozen miles, but none of them merit a special description.

USE OF THE WATERS.

Particular directions for their use may be obtained at the different springs, as well as at the hotels.

The following may be regarded as a safe and general rule :

Before breakfast, drink slowly two or three glasses of Empire or Congress water, walk for ten or twenty minutes, take another glass or two of water, and breakfast twenty or thirty minutes later, being particular to sip a little hot tea or coffee before eating.

Columbian and Washington water may be used during the day, but not over a glassful should be taken at once. If the Columbian is taken when the stomach is empty it is apt

to cause a headache. The Star and High Rock waters may be used instead of Empire and Congress if preferred. Some persons are best affected by one spring, others by another. An experience of a few days will indicate which spring is best for any particular individual ; and, if desired, physicians who have made a study of the effects produced by the different waters may be consulted.

HOTELS.

CONGRESS HALL.—This vast and magnificent building is one of the first objects which catches the eye of a stranger approaching Saratoga Springs. The name which this hotel bears is one which has long been familiar to frequenters of Saratoga. The present building, however, is far larger and more commodious than the Congress Hall which won for itself so favorable a reputation prior to 1866. That building was wholly consumed by fire in May of the year just named. The Congress Hall of to-day occupies the same position as did the old hotel. It stands at the corner of Broadway and Congress streets, overlooking the beautiful grounds of the Congress and Empire Spring Company, and commanding from its windows and balconies views of the most fashionable part of the favor-

ite promenades. The Congress and Columbian Springs are within a few rods of the hotel, and the other springs are within easy walking distance.

The whole building is constructed with a view to making it everything which a first-class American hotel ought to be. Architecturally it far surpasses anything in Saratoga. Its main front on Broadway is four hundred and sixteen feet in length, occupying the whole space between Spring and Congress streets. It is built of brick with stone trimmings, and is five stories high, the upper story forming a French or Mansard roof. A piazza, 20 feet wide and 240 feet long, stretches along the Broadway front and affords a delightful promenade. Besides this piazza are less extensive ones overlooking the space between the wings which extend back to Putnam street in the rear. On top of this immense building are other promenades or observatories, whence wide views may be obtained over the surrounding country. These roof-promenades are three in number, the centre or longest one being sixty feet in length by forty-eight in width, and at the height of seventy-five feet from the ground.

These are favorite lounging places during the cool of evening, or when the sun is setting with unusual splen-

dor. In its interior arrangements the hotel fully carries out the generous plan which its exterior appearance would naturally lead us to expect. The rooms are large, well ventilated, and furnished with bells and gas. Warned by the destruction of the former building, the designers of the new hotel have provided against fire by dividing the building into fire-proof compartments. Seven solid brick walls are carried from foundation to roof, and, wherever passages are made through these walls, heavy iron doors are placed so that any one compartment can be instantly shut off from the others.

The halls throughout are ten feet in width, and the general plan of the building combines with its detailed arrangement and equipment to render it pre-eminent among hotels.

The finest and most commodious elevator in the country is situated in a convenient part of the building for the accommodation of persons wishing to ascend or descend from story to story, or to and from the spacious observatories on the roof. This elevator is made by Otis, Bros. & Co., N. Y., manufacturers of hoisting apparatus. Among the later improvements is a large ball-room, built in the spring of 1869. This occupies part of the northern wing of the hotel fronting on Spring

street. It is of ample size, and is in every respect calculated to serve as a fit place for those brilliant assemblies which constitute so marked a feature of the Saratoga season.

Congress Hall is surpassed in size by only one hotel in the world, namely, the Grand Hotel of Paris. Mr. H. H. Hathorn, the proprietor, was also the owner of the building which was burned in 1866. Soon after that event, meetings of prominent citizens of Saratoga decided to assist Mr. Hathorn in every way practicable to replace the loss which all were convinced that the town had suffered. Their credit was lent to the enterprise, and subscriptions were eagerly bought up by capitalists all over the country. The result is an establishment which will long stand without a rival, and which will be annually thronged by the gayest and most fashionable of the brilliant crowds which annually fill the streets and hotels of Saratoga Springs.

THE UNION HOTEL

stands on Broadway, immediately opposite to Congress Hall, and enjoying much the same advantages of situation. This hotel, which is kept by the Leland Brothers, of wide-spread hotel fame, stands on the ground where the first Saratoga hotel stood, when opened in

1802. Saratoga county was then an almost unbroken wilderness, and Putnam's tavern, with its seventy feet front, was among the wonders of the day. The property changed hands several times before coming into the possession of its present owners. Many additions and improvements have been made, and now the hotel, with its extensive accessories, occupies an entire block. The beautiful shade-trees which grace its front and grounds are a peculiarly attractive feature of the establishment. The main buildings surround an extensive garden or pleasure ground, ornamented with fountains, flowers, and grass, and overlooked on all sides by the spacious piazzas of the hotel buildings. A novel appendage of the hotel is its opera-house, which is fitted up with all the elegance of a metropolitan theatre, and its walks have often echoed to the voices of our most gifted musicians, actors, and actresses.

Bowling-alleys, billiard-rooms, and very extensive bathing arrangements are among the extras of this admirable hotel.

About 1,200 guests can be accommodated in its 800 rooms.

THE CLARENDON HOTEL.

This excellent house stands on Broadway, a short distance south

of Congress street. It partly encloses within its wings a depression or valley, ornamented with shade-trees, among which stands the tasteful pagoda covering the Washington Spring. Congress Grove is immediately opposite the Clarendon, and such of its guests as prefer Congress or Columbian water to that which springs within their own door-yard, can easily reach them. This hotel is largely patronized by a class of visitors who do not desire to mingle with the somewhat promiscuous company which fills the larger hotels. The Clarendon can accommodate about 500 guests, and its arrangement is every way calculated to give satisfaction to those who patronize it as a summer resort.

THE AMERICAN HOTEL.

This forms another of the group of hotels in the immediate vicinity of Congress Spring. It is at the corner of Broadway and Washington streets, having a frontage of two hundred and twenty feet, pleasantly shaded by elms, and commanding a view of the most fashionable promenades in Saratoga. The Post-office is directly opposite to the hotel, and the principal stores and places of resort are within five minutes' walk. The American contains rooms fitted up in the

best manner, and is suited to accommodate about two hundred guests.

The rooms are so arranged as to meet the wants of families or of individuals, as the case may be, and every effort is made by the proprietor, Mr. William H. McCaffrey, to render his hotel worthy of the excellent reputation which it has already gained. In view of the fact that many persons desire to avail themselves of the Saratoga waters in winter as well as in summer, Mr. McCaffrey does not intend to manage his establishment on the supposition that during the greater part of the year it will be destitute of company. His rooms are furnished suitably for occupancy during the winter months, and invalids visiting the springs during that season will find themselves well cared for at the American.

While not attempting to compete with the great hotels of this beautiful village, in point of size or the number of guests who can be crowded into its apartments, the American claims the same advantages of situation which make its larger neighbors the centre of fashion and gayety during the summer months, and in addition it promises to its patrons every comfort and luxury which can be found in any hotel in the country.

THE MARVIN HOUSE.

This fine hotel has rooms for about 250 guests. It stands on Broadway, at the corner of Division street. Its situation is more central than that of any of the leading Saratoga hotels. It is nearest to the Railroad Station of any of the first-class houses, and all of the springs are within a short walk of its doors. The building is of brick, and its fine piazzas, stretching along its entire front, command an unbroken view of Broadway, Saratoga's great thoroughfare, from the Congress Spring grounds to the northern limits of the village.

Through this shaded street and past the doors of the Marvin House the tide of splendid equipages is continually passing during the season of fashionable resort to the springs.

The table, rooms, and attendance at the Marvin will be found satisfactory in all respects to those who select it as their temporary home.

This house is kept open during the winter as well as during the summer months.

THE COLUMBIAN HOUSE

is a comparatively new structure of brick and stone. It is pleasantly situated on Broadway, a few steps south of the entrance to the Congress and Empire Spring Compa-

ny's grounds. This house, like the Clarendon, is a little outside of the whirl of fashion which characterizes the larger hotels, and is patronized by a class of visitors who do not wish to take part, whether they will or no, in the ceaseless gayeties and excitements of the great watering place. 200 guests can find excellent rooms at this house, and it is conducted in a very efficient and admirable manner.

DR. HAMILTON'S WATER-CURE.

Under the able superintendence of Dr. Hamilton this establishment has attained a high reputation among those who visit Saratoga with the intention of gaining the full benefit of its mineral waters. While affording the comforts of a first-class hotel, Dr. Hamilton personally supervises the daily life and habits of his invalid guests, his long experience enabling him to determine with great professional accuracy the precise course of treatment desirable in the case of each individual who comes under his care.

THE TEMPLE GROVE SEMINARY.

This institution is beautifully located in the eastern part of the village, and is occupied as a female seminary during the most of the year, but during the summer months is opened as a hotel and boarding-

house for the accommodation of visitors to the springs.

OTHER HOTELS. ETC.

There are many smaller hotels and boarding-houses in Saratoga which are conducted in excellent style. Among those we may mention, *The Continental*; the *Pavilion*; the *Everett*; the *Mont Eagle*; the *Crescent*; the *Wilbur*; *White's*; the *Washington*; the *Broadway Hall*; the *Commercial*; and the *Clinton House*. Many houses are scattered through the pleasantest parts of the village where board can be obtained. Some of these houses are exceedingly home-like and quiet in their arrangements, having private grounds, and subjecting their occupants to none of the annoyances unavoidable in great hotels.

DRIVES AND RESORTS.

The principal drive, and the only really fashionable one, is that which leads from Saratoga to and along the shores of the lake. There is little which can be termed naturally attractive about this drive, and it is only the brilliant procession of carriages, with their fair occupants and their superb horses, that renders the otherwise uninteresting road one of the sights of Saratoga. Moon's House, overlooking Sara-

toga Lake, is famed for its game and fish dinners, and pre-eminently for its fried potatoes, which are done up in neat paper packages and sold like confectionary, which, in fact, they resemble more than they do the potato of every-day life.

Saratoga Lake is nine miles long and near five miles wide. The fishing in its waters is excellent; black bass, pickerel, muscalonge, and perch being caught in abundance.

Another drive leads to Lake Lovely, a small lake among the hills. It is a pleasant place for pic-nic excursions. There are other small ponds in the vicinity, which form points of interest for those who like to explore the country.

Prospect Hill is 16 miles distant, and from its summit, 2,000 feet high, a wide view may be obtained.

The Saratoga Race Course is on the road to the lake. It is a mile-track, kept in excellent order, and largely patronized at the annual races, which take place every summer during the height of the season.

The Saratoga Battle Ground, at Stillwater, is an interesting place to visit. It is about 15 miles from the village, but a fair carriage-road leads to its vicinity, enabling those who desire to visit the scene of the battle and of Burgoyne's surrender, to do so without great fatigue.

GANSEVOORT.*Northumberland, Saratoga Co., N. Y.***193 Miles from New York.**

Is a small post-village, named after Colonel Peter Gansevoort, of the Revolutionary army, who lived here after the war was over. The village stands upon the banks of *Snook Kil*, which the railroad crosses just north of the station. The country in this vicinity is a rolling table-land, and the view is bounded on the one side by the southern spurs of the Adirondacks, and on the other by the hills east of the Hudson.

MOREAU.*Moreau, Saratoga Co., N. Y.***193 Miles from New York.**

The townships of this name lies along the western bank of the Hudson. It is intersected by numerous ravines and small streams which give the country a somewhat rugged aspect. The range of mountains seen at times to the westward is the Palmerstown range, a continuation of the Adirondacks. The soil is a light, sandy loam. The town was named after General Moreau, of France. The trains stop at this station only on signal. It was formerly the station for passengers leaving the cars for Lake George, but the stage line to the Lake is now discontinued, and tourists visiting

Lake George will leave the R. & S. R. R. at Fort Edward.

FORT EDWARD.*Fort Edward, Washington Co., N. Y.***199 Miles from New York.**

This town is of considerable importance and activity. It stands on the left bank of the Hudson near where that river changes its course from east to south. An island of considerable size divides the river opposite the town. The railway crosses this island, and the two channels afford a good view of the town along the river. The large buildings near the midst of the town are those of the *Washington County Seminary*, a large school for both sexes. Fort Edward was an important military point in the Indian, French, and Revolutionary wars. A fort called Fort Nicholson was built here in 1709 but was soon after abandoned. In 1755, in pursuance of the plan of military operations against Canada, a fort was erected here, called at first Fort Lyman, but the name was afterward changed to Fort Edward in honor of Edward, Duke of York, the brother of George III. of England. Being on the great carrying place to Lake Champlain, it became a very important depot for arms and rendezvous for armies in the expeditions against Canada. It also served as a hospi-

tal for the sick and wounded. During the Revolution it was again occupied by both British and Americans. It stood on the bank of the river, north of the creek, within the present limits of the village.

The murder of Jane McRea took place near a spring a little east of the village, July 27, 1777. The tragedy served to intensify popular feeling against the British and has passed into our national history. The remains of Miss McRea are interred in the Union Cemetery.

Passengers wishing to reach the Fort William Henry Hotel, at the head of Lake George, or to take the Lake George route northward, leave the Rensselaer and Saratoga Railway at Fort Edward, and take the cars on the branch for Glens Falls, whence the lake is reached by stage, through wild and interesting scenery.

(For description of the route via Lake George, see page—.)

DUNHAM'S BASIN.

Kingsbury, Washington Co., N. Y.

202 Miles from New York.

A small village on the Champlain Canal.

SMITH'S BASIN.

Washington Co., N. Y.

207 Miles from New York.

HOTEL—Smith's Hotel.

A small station with few houses.

The station bears the name of a large landowners of this vicinity and proprietor of the large hotel near the station.

FORT ANN.

Fort Ann, Washington Co., N. Y.

211 Miles from New York.

This village bears the name of an old colonial fort which stood on the west side of Wood Creek, about half a mile from the railway station. The Champlain Canal now crosses the spot where it stood. The fort was one of a chain of works erected in 1709, at the joint expense of England and the colonies, to facilitate expeditions against Canada during the French war, and was the scene of several encounters between the hostile forces. An engagement occurred here in 1777 between Burgoyne's advance and a detachment of Americans. The latter held their ground until their ammunition was exhausted, and then retreated, felling trees, burning bridges, and otherwise obstructing the roads. Burgoyne was several weeks in overcoming the obstacles so that his heavily equipped troops could continue their march.

As we pass along the railroad towards Whitehall, we may notice the high, steep, and rocky mountains on the north and west of us, which are called Fort Ann Mountains.

COMSTOCK'S LANDING.

Fort Ann, Washington Co., N. Y.

215 Miles from New York.

For some miles the railway follows the course of a rocky ledge of limestone, between which and the track is the Champlain Canal. At Comstock's Landing the ridge is quite high and precipitous. A road, however, ascends through a break in the cliff, and part of the village may be seen. The large and handsome house, which is so beautifully situated on the wooded summit of the cliff, is the residence of Mr. I. V. Baker, Superintendent of the R. & S. Railway.

WHITEHALL.

Whitehall, Washington Co., N. Y.

223 Miles from New York.

HOTEL—*Hall's Hotel.*

The village of Whitehall stands at the head of Lake Champlain, and a short branch of the R. & S. Railway runs through the pleasantly shaded street, from the station to the steamboat landing. High hills rise on both sides the village, but the country is level and open to the southward. Whitehall is the largest lumber market on the lake, and owes its prosperity principally to that branch of industry. The R. R. train divides at this station, a part of the cars carrying the passengers to the steamboat wharf, and a

portion going on to Rutland. (For description of Lake Champlain and route by steamer, via lake steamers, see pp. 93 to 104.)

FAIRHAVEN.

Fairhaven, Rutland Co., Vt.

229 Miles from New York.

The village stands on an elevated plateau, overlooking the open country along the base of the hills along Lake Champlain. Close by the station, and in sight from the car windows, are beautiful falls in the Castleton River. Slate is quarried and worked in large quantities at this place. Here also is the westward limit of the great marble beds of Vermont.

HYDEVILLE.

Castleton, Rutland Co., Vt.

231 Miles from New York.

The village is largely engaged in marble and slate works. It is pleasantly situated among lofty hills. Immediately north of the village is a large lake called Lake Bomoseen. It affords good fishing, and is a pleasant place of resort for the inhabitants of the vicinity.

CASTLETON.

Castleton, Rutland Co., Vt.

234 Miles from New York.

Is on a small river of the same name. Killington Peak, among the Green Mountains, may be seen at

intervals to the eastward. The peculiar bold eminence in the same direction is known as Spruce Knob, and its immediate neighbor is Her-
rick Mountain.

WEST RUTLAND.

Rutland, Rutland Co., Vt.

241 Miles from New York.

Extensive marble works are in operation at this place. The quarries, to which a branch railroad track leads, may be seen on the hillside to the north. The whole ridge surrounding the alluvial flat on which the village stands is composed of marble of greater or less degrees of fineness.

RUTLAND.

Rutland, Rutland Co., Vt.

244 Miles from New York. From Montreal, 150½.

HOTELS—*Bardwell House, Central House, Stevens House.*

The name of Rutland is probably best known in connection with the marble which is quarried from various places within its limits, and carried thence to all parts of the country. The town and village are the centres of the marble region, and large quantities of fine white marble are annually shipped thence by railroad. Rutland is the county town, and is important as the central mar-

ket for a large region of country. Its population is about 10,000. It has one daily and three weekly newspapers, two iron foundries, large marble-sawing works, and some other factories. On the principal street are a number of fine stores of all-kinds, well stocked with supplies for local trade. The railroad depot is a fine brick building in the central part of the town, and is used by the three railroads which meet here, namely, the *Rutland R.R.*, the *Rensselaer and Saratoga R.R.*, and the *Bennington and Rutland R.R.* Pleasant drives and walks abound in the vicinity, among which may be mentioned the roads leading to *Clarendon Springs*, *Middletown Healing Springs*, and the various marble quarries. The Green Mountains surround the valley in which Rutland stands, and add greatly to the beauty of its scenery. The three highest peaks are known by the names of *Shrewsbury*, *Killington*, and *Pico*. *Otter Creek* flows through the northern part of the village, and furnishes excellent water-power at various points.

(For description of the Rutland R.R. and continuation of railroad route, see page 91.)

RUTLAND & WASHINGTON DIVISION OF RENSSELAER & SARATOGA R. R.

Rutland to Eagle Bridge 62 Miles. To Troy, 85. To Albany, 91.

THIS branch of the Rensselaer & Saratoga R. R. was formerly an independent railroad, but has been consolidated with the R. & S., and the two are now conducted under one management.

From Troy to Eagle Bridge the route is over the track of the Troy & Boston R. R., and thence diverging, traverses the border townships of New York and Vermont, intersecting the other line of the R. & S. R. R. at Castleton, whence the route to Rutland is by the main line.

The region traversed by the route is celebrated for the beauty of its scenery, especially that portion which traverses the valleys of Owl Kill and Batten Kill in the region of the Taghkanick Mountains.

High undulating hills, with broad sweeps covered with woodlands and cultivated farms, alternate with the rough and broken forms of the Taghkanicks ; while some of the valleys are smooth and level.

EAGLE BRIDGE.

Hoosick, Rensselaer Co., N. Y.

23 M. from Troy. From Rutland, 62.

At this point the route leaves the Troy and Boston road, and, crossing the Hoosick River, passes up the romantic valley of the Owl Kill. This is the region of the Taghkanick Mountains. Their rocky and broken summits are covered with forests, and in many places their sides are bounded by abrupt declivities and perpendicular ledges.

These remarks are more espe-

cially appropriate to the upper portion of the course of the Owl Kill, where the valley is narrow and deep ; but the whole region abounds in picturesque views.

CAMBRIDGE.

Cambridge and White Creek, Washington County, N. Y.

29 M. from Troy. From Rutland, 56.

Cambridge village is west of the railroad, in the township of the same name. East of the railroad is the village of *North White Creek*, which, with the station it-

self, is in White Creek township. Cambridge Washington Academy is located at the village of Cambridge.

SHUSHAN.

Salem, Washington County, N. Y.

34 *M. from Troy. From Rutland, 51.*

This little village is upon Batten Kill, which here separates the townships of Salem and Jackson. Over the hills that border on the west side of the kill are several beautiful little lakes, surrounded by hills, forests, and cultivated farms. The north branch of the Taghkanick Mountains occupy the region. Between Cambridge and Shusan, on the east of the railroad, the summits rise from 300 to 800 feet above the valleys, and are generally crowned by forests. George Law was a native of Jackson township.

SALEM.

Salem, Washington Co., N. Y.

41 *M. from Troy. From Rutland, 44*

Salem is a quiet country village of ten or twelve hundred inhabitants. It was incorporated in 1803. During the Revolution the Presbyterian church was fortified, and soon after was burned by the enemy. The Salem Washington Academy located here was incorporated in 1791, and for a number of years was one of the most noted schools in Eastern New York. Among the

pupils of the school were Judge Samuel Nelson of the U. S. Supreme Court, Chief-Justice John Savage, and Rev. Dr. Bethune of Brooklyn. It is now the public school of the village. The machine-shop of the Rutland and Washington Division is located here.

Salem is a half-shire town of Washington County, and contains a court-house and jail. Judge Gibson, at present Grand Master of the Free Masons of New York, resides in Salem.

WEST RUPERT.

Rupert, Bennington Co., Vt.

43 *M. from Troy. From Rutland, 38*

A pleasant country village near the line of Vermont and New York. A beautiful street, lined with maple shade-trees, will attract the attention of the traveler as he passes through this beautiful valley. Mt. Antoine, a high hill toward the east, with a noticeable clearing on its summit, is also a prominent feature of the scenery. This hill is a picnic resort of considerable local celebrity.

The Masonic Hall is a fine building, visible from the car window. With one exception (that at Rutland), it is said to be the best Masonic Hall in Vermont.

RUPERT.*Rupert, Bennington Co., Vt.***49** *M. from Troy. From Rutland, 36*

The village is a short distance east of the railroad, which here turns to the north and gradually approaches the State line again.

PAWLET.*Pawlet, Rutland Co., Vt.***56** *M. from Troy. From Rutland, 29*

A small village near the line of the State of New York.

The village near the station was formerly locally known as "Mark's Corners," or *West Pawlet*, Pawlet proper being some three miles east of the railroad. Just northwest of this station, the railroad recrosses the State line and re-enters New York State.

This is the shipping centre of a large potato-raising section. It is said that more potatoes are shipped to market from this station than from any other in the United States.

GRANVILLE.*Granville, Washington Co., N. Y.*

This is an incorporated village. It was formerly known as "Bishop's Corners." The village has some manufactures, deriving their water-power from the Pawlet River, which passes through the place on its way from the Dorset Mountains to Lake Champlain. This stream is subject to sudden and strong

freshets, rendering the maintenance of bridges over it difficult and expensive.

MIDDLE GRANVILLE.*Granville, Washington Co., N. Y.***61** *Miles fr. Troy. Fr. Rutland, 24*

This is another village on the Pawlet River. The first carding-mill in the State was erected in this village in 1808. It is said that the machine was obtained secretly from England, and for some time was worked in private.

The soil of Granville township is a slaty, gravelly loam, particularly adapted to the production of potatoes, large quantities of which are exported.

Several quarries of excellent roofing slate have been opened in different parts of the town.

The village stretches for three-quarters of a mile along the western edge of a beautiful valley, and with its picturesque white houses nestling among embowering maples, and overshadowed by magnificent elms, presents a very attractive appearance. On its western side, extending for more than 20 miles north and south, and rising to a height of 400 or 500 feet above the bottom of the valley, is the ridge of hills in which the quarries are situated. The whole eastern face of this ridge seems to be formed of slate rock, which crops out here and there all

over the surface. Generally this rock is covered with a gravelly soil of from a few inches to 10 or 15 feet in depth, which supports a short but thick growth of rich grass and affords excellent pasturage, and the summit of the ridge is covered with a heavy growth of forest-trees. The Mettowee or Pawlet River winds along the eastern base of the ridge, and affords the required power for cutting and manufacturing the slate. The slates are of various colors, green, purple, and dark brown, deepening into black, and sometimes two or more colors appear in the same piece, the ground being of one tint, dappled all over with spots of another. These different varieties lie in contact with one another in the beds, and color seems to have nothing to do with the quality.

The whole hill in which the quarries are situated appears to consist of one mass of slate, which has been upheaved by some mighty convulsion of nature, and now lies partially on its edge, with an average inclination of about 25 degrees to the horizon. The eastern slope of the hill is the face or surface of the bed. The upper layers of rock, however, from the action of water and the atmosphere, have become "shaky" or rotten, and will not split without breaking.

Previous to 1838 slate was but

little used, except in the form of roofing, flagging in tiles, but in that year a process was discovered by which it could be made to assume the appearance of the most expensive and beautiful marbles and other valuable stones, and through this means it has since come to be extensively used as a material for decorating and beautifying our dwellings and public buildings. The numerous articles of household furnishing into which it enters are almost startling when one comes to enumerate them. Mantels, buffers, sideboards, tops for billiard and centre tables, bureaus and washing stands, picture frames, clock cases, paper weights and burial cases are but a portion of the articles for which it is used. The stone is brought to the mill in large blocks or slabs, cut with saws, driven by water-power, into the proper forms, and planed and polished by machinery until its surface presents a satin-like smoothness. If the article desired is to be an imitation of marble, the surface of the stone is covered with a peculiar preparation, which is one of the secrets of the business, and which forms the ground for the colors to be afterward applied. These colors are then spread upon the surface of water in a large shallow tank, and the peculiar lines and blotches of color which appear

upon the surface of marble are imitated by gently moving the floating pigments about with a feather or a painter's pencil. This is a task requiring peculiar natural capacity and great manual skill. There are said to be not more than three or four good marble imitators in the country. When the design is formed to the satisfaction of the artist, the slab of slate is carefully laid upon the surface of the water, held for a moment until the colors adhere to the prepared surface, and then placed in a kiln and dried for three or four days. The surface is again rubbed down, and the colors fastened by a coating of varnish. When the work is well done, the imitation is so close that only a careful examination can detect the imitation from the genuine, and thus a beautiful article of ornament is produced which can be sold at a far less price than the original, and possesses ten times its strength and durability. In other cases, the colors are put upon the surface of the stone with a brush, and afterward fixed in the same manner as in the first operation. Some peculiar varieties can only be imitated in this manner.

The Penrhyn Slate Company have a large finishing factory at this place, and great quantities of slate are shipped by this and the "Middle Granville Co."

There is an academy at Middle Granville, and at NORTH GRANVILLE, a small village about three miles north-west, is a female seminary.

POULTNEY.

Poultney, Rutland County, Vermont.
67 Miles fr. Troy. From Rutland, 18.

HOTELS—*Poultney House, Beaman's Hotel.*

STAGES to *Middletown Healing Springs daily.*

Poultney is the nearest railroad station to the Middletown Healing Springs, with which it is connected by stages. The distance is about eight miles, forming a delightful ride over a good road, with pleasant scenery.

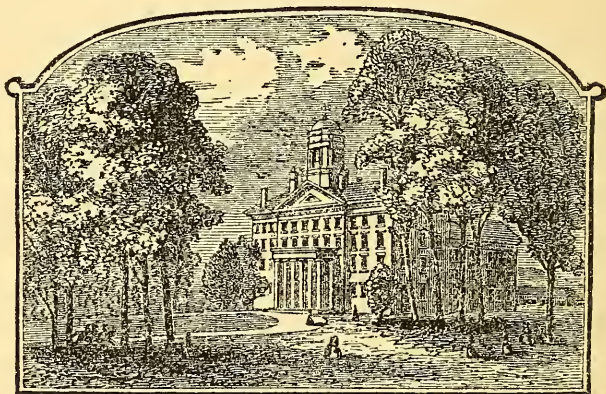
Poultney itself is a fine summering place, especially for families, and combines, in a great degree, the elements of economy, pleasure, health, and accessibility. To those who desire it, the advantage of a good school may be added.

Ripley Female College is located here, and during the season of summer visiting it is thrown open to the traveling public as a boarding-house. It combines more elements of comfort than are usually found away from home. The building is of brick, and, being in the centre of ten acres of lawn and grove, is a delightful retreat. The President, Bev. J. Newman, D.D, is a gentle-

man of ripe culture and over thirty years experience as a teacher, here and at Union College. The Faculty are first-class, and the College has attained a high reputation and is well patronized.

Lake St. Catherine is a fine sheet

of water, about six miles in length. The lower end of the lake is about two miles south-east of Poultney village. This, with other lakes in the vicinity, affords good fishing for those who love that sport.



RIPLEY FEMALE COLLEGE,
Poultney, Vt.

MIDDLETOWN HEALING SPRINGS.

Middletown, Rutland County, Vt.

8 Miles from Poultney.

The Middletown Healing Springs are situated on the north bank of the Poultney River, a tributary of Lake Champlain, in Middletown, Rutland county, Vermont. The village lies on both sides of the river. The springs are about fifteen miles south-west from Rutland; but Poultney is the nearest railroad station, and the proper point of R.R. departure. Stages connecting with trains run between Poultney and the springs. The road between Middletown and Poultney, winding around the foot of mountains and along the margin of the river, is a charming drive. The springs are less than an hour's drive from Poultney, and their beautiful surroundings and rare medicinal virtues are destined to make them a favorite resort for the invalid and pleasure-seeker.

Spruce Knob Mountain, four miles north of the town, is abundant in extensive and charming views.

Bird's-Eye, three miles west of Spruce Knob, seven miles from the springs, and *Lover's Rock*, one quarter of a mile from the springs,

are said to "present scenery which would excite admiration even in Switzerland."

These springs were known previous to 1811, and their waters used to a limited extent as a remedial agent. In that year, according to old residents of the county, a flood changed the bed of the Poultney river at Middletown, filling up the old channel with gravel, and depositing an immense layer of it against the north bank, out of which the springs issued. From this time nothing was seen of them until June, 1868, when another flood of unusual volume occurred, which washed away the deposit of gravel, and again laid them bare.

When the springs were re-discovered, a number of individuals, afflicted in various ways, commenced drinking the waters. They drank indiscriminately from all the springs, and in many cases a complete cure and restoration to health resulted. The fame of the springs grew rapidly, and from the neighboring towns the people began to come with every variety of pail, jug, and barrel for the water. Cures of many cases of long-seated chronic diseases have been reported. They act as a tonic and stimulant, giving tone and strength to the system,

stimulating the digestive organs, and promoting the full and healthful action of the organs of the body. They have not the weakening and painful harshness and unnatural quickness of effect which characterize the action of many mineral waters, natural and artificial.

The springs are seven in number, but the waters of only three have as yet been analyzed, and their medicinal properties ascertained. Although situated within a few yards of each other, their properties are distinct.

The water from Spring Number One has been analyzed by Prof. Peter Collier, of the Agricultural College of Vermont, and is found to contain the following mineral constituents :—

Carbonic Acid, Sulphuric Acid, Chlorine, Nitric Acid, Lime, Magnesia, Iron, Manganese, Alumina, Potash, Soda.

These elements are found in the following combinations : Sulphate of Lime, Carbonate of Lime, Carbonate of Magnesia, Carbonate of Iron, Carbonate of Manganese, Alumina, Chloride of Potassium, Chloride of Sodium, Carbonate of Soda.

Of these, iron and manganese are found to exist in unusual abundance. Immense quantities of these waters are shipped daily, and movements are on foot to erect additional hotels and bathing-houses.

The proprietors of the springs, Messrs. Grays & Clark, are establishing a large business.

THE RUTLAND R.R.

BELLOWS FALLS TO BURLINGTON—120 MILES.

THIS railroad, and the *Vermont Valley Railroad*, are operated by the same company, having its headquarters at Rutland. The principal part of the road was finished in 1849, and it has materially assisted in developing the manufacturing resources of the State, as well as increasing its mineral and agricultural wealth.

The railroad passes through the only two cities in Vermont, namely, *Vergennes* and *Burlington*, having its northern terminus in the latter place. At Rutland it connects with *The Rensselaer and Saratoga*, and *The Bennington and Rutland* railroads, all which roads meet in a spacious depot near the centre of the town.

The line passes through the richest marble district in the State, of which district, perhaps, Rutland may be called the centre. Large quantities of marble are transported to market over the railroads which centre here, and this valuable mineral is an important source of income to the railroads, and of wealth to the State. Soapstone and slate are also exported in large quantities, and in suitable forms for the various purposes to which each is adapted. Lumber, also, is constantly brought by rail from Burlington, which is one of the greatest lumber shipping towns in the country.

The scenery throughout the line is ever varying in its beauty. The Green Mountains, with their ravines and cataracts, are a constant source of interest and pleasure while passing through them, and when the track leaves the mountain range, and tra-

verses the level land near Lake Champlain, the mountains still remain in sight, as a grand background to the more quiet landscape along the railroad. For twenty miles south of Burlington the line is on or near the shore of Lake Champlain, of which, with the Adirondack Mountains beyond, fine views are afforded from the car windows.

CENTRE RUTLAND.

Rutland, Rutland Co., Vt.

Fr. Montreal, 148½.

245½ M. fr. N. Y.

A suburb of Rutland on the banks of *Otter Creek*, which we here cross for the first time. There are here some large marble-works.

SUTHERLAND FALLS.

Rutland, Rutland Co., Vt.

249 M. fr. N. Y. Fr. Montreal, 145

Otter Creek here plunges through a rocky chasm on the right of the track. When the water of the creek is high, a glimpse of the falls may be caught in passing, but a fair sight at their great beauty can only be obtained by stopping for the purpose. A large marble company has its works here. The buildings stand at the right among the rocks. A few hundred yards beyond the station a superb view opens on the right. A broad and beautiful valley surrounded by lofty mountains is spread before us. The railroad follows the hillside along the edge of this valley for some distance, gradu-

ally sinking to the level of the meadows, until it crosses them just before reaching the next station.

PITTSFORD.

Pittsford, Rutland Co., Vt.

252 M. fr. N. Y. Fr. Montreal, 142

On the north of the valley just mentioned are the station and village of Pittsford. The village is on a hill not far from the station. Near this place were two American block-houses during the Revolutionary War, known as forts *Mott* and *Vengeance*. Iron ore is found in the town in considerable quantities. There is a large marble quarry at this place, and another before reaching Brandon.

BRANDON

Brandon, Rutland Co., Vt.

260 M. fr. N. Y. Fr. Montreal, 134

HOTEL—Brandon House.

Brandon is built on both sides of a small stream, and is a thriving village. It is especially celebrated for the manufacture of *mineral paints*, which are made of various colors, mostly browns and yellows,

and are very durable. There is a scale factory and a large marble quarry in the town. Passengers for *Lake Dunmore* leave the cars at this station. This lake is nine miles distant, among the Green Mts. There are good hotels at favorable points on its shores, which are largely patronized during the summer months. Stages leave regularly for Lake Dunmore on the arrival of trains.

WHITING.

Whiting, Addison Co., Vt.

265 M. fr. N. Y. Fr. Montreal, 129

At this station we have a fine view of the Green Mountains, a few miles to the eastward. There is a large lime factory at Whiting, near the railroad station. Stages connect with *Orwell*, a neighboring village. Two or three miles beyond this station, we come out upon the broad level lands bordering Lake Champlain. The mountains beyond the lake may now be seen.

SALISBURY.

—Addison Co., Vt.

270 M. fr. N. Y. Fr. Montreal, 124

Salisbury is in the midst of extensive level fields, many of which are only partially cleared, but give promise of great richness when properly cultivated. Stages connect with *Leicester*.

MIDDLEBURY.

Middlebury, Addison Co., Vt.

276 M. fr. N. Y. Fr. Montreal, 118

HOTEL—Addison House.

Otter Creek flows through the village, which is large and prosperous. A fall in the creek affords fine water-power in the midst of the village. There are near this place two large marble quarries, from one of which the marble for the new Custom-house and Post-office at Portland, Me., is taken.

MIDDLEBURY COLLEGE is situated here. This college was organized in 1800 by private subscriptions, and has at present about one hundred students. It has an able faculty, and a good standing among the educational institutions of the country. The standard of scholarship is high, and the management of the college is in "Orthodox" hands.

Just after leaving the station, the falls mentioned above may be seen on the left. On the right are *Camel's Hump* and *Mt. Mansfield*. A few miles north of Middlebury, we cross New Haven River, which joins Otter Creek just below the bridge. Picturesque rapids and bends in the river may here be seen on the left.

BROOKSVILLE.

New Haven, Addison Co., Vt.

280 M. fr. N. Y. Fr. Montreal, 114

A small farming village in a roll-

ing country, well adapted for stock raising.

NEW HAVEN.

New Haven, Addison Co., Vt.

284 *M. fr. N. Y. Fr. Montreal, 110*

The face of the country is gently undulating. On one of the hills, to the right of the railroad, is the village of New Haven. The Green Mt. range is a few miles beyond.

VERGENNES.

Vergennes, Addison Co., Vt.

289 *M. fr. N. Y. Fr. Montreal, 105*

HOTEL—Stevens House.

Vergennes is the oldest city in Vermont, which fact does not necessarily imply a great age, as the only other city in the State, *i. e.*, Burlington, was incorporated in 1866. Vergennes has, however, a good old age, having been incorporated as a city in 1788. The city limits are a little more than a mile square, enclosing a tract of land located just at the head of sloop and schooner navigation on Otter Creek, and including excellent water-power. The city may be seen on a hill half a mile west of the railroad station; beyond it are high hills along the lake, and still farther the blue outline of the Adirondack Mountains may be seen. Otter Creek is navigable to Vergennes for vessels of 300 tons burden. In fact, vessels of that size can lie almost alongside

the bank anywhere below the city. Commodore Macdonough's fleet was fitted out here, during the war of 1812, and a United States Arsenal is still established here, containing large supplies of ordnance and munitions of war. Vergennes has manufactories of farming implements and an iron foundry. A weekly market is held here, to which the neighboring inhabitants resort in large numbers.

The *Fort Casson House* is a summer resort on Lake Champlain, a few miles from Vergennes, whence it may be easily reached by stage or boat.

FERRISBURG.

Ferrisburg, Addison Co., Vt.

291½ *M. f. N. Y. Fr. Montreal, 102½*

We here cross a bridge under which are falls; the name of the stream is Lewis Creek. The village is on the right, a short distance from the station. After leaving Ferrisburg, a fine view of Lake Champlain and the Adirondacks opens on the left, while on the right may be seen *Camel's Hump* and *Mt. Mansfield*. On the latter mountain a hotel is kept open during the summer.

NORTH FERRISBURG.

Ferrisburg, Addison Co., Vt.

295 *M. fr. N. Y. Fr. Montreal, 99*

A small village with hardly any

houses in sight from the railroad station. The main village is two or three miles east of the railroad.

CHARLOTTE.

Charlotte, Chittenden Co., Vt.

300 *M. fr. N. Y. Fr. Montreal*, 94

The village stands on a hill east of the station, and broad meadows stretch to the lake shore on the west. Some remarkable fossil bones were found here while the railroad was being built. They were classi-

fied by the *savans* as belonging to an animal of the whale species.

SHELBURNE.

Shelburne, Chittenden Co., Vt.

305 *M. fr. N. Y. Fr. Montreal*, 89

This is a small village, with pleasant houses overlooking the lake. A curious ledge of stratified rock, of different colors, is near the track, on the right of the road.

BURLINGTON.

318½ *M. fr. N. Y. Fr. Montreal*, 82½

(*See page 109.*)

THE LAKE GEORGE ROUTE.

THE traveler going north, and wishing to visit Lake George, or to take the route by that lake, will leave the main line of the R. & S. R.R. at Fort Edward, and take the cars of the Glens Falls Branch R.R. to Glens Falls, about six miles distant, and thence take stages to Caldwell and the Fort William Henry Hotel, at the head of the lake, distant nine miles from Glens Falls. In continuing the journey from Caldwell, the route is by steamer down Lake George to Ticonderoga, where a stage ride of 4 miles around the rapids connects with the steamers on Lake Champlain.

Of course this route is only available during the season of summer travel, but it is much frequented by lovers of nature, as the scenery of Lake George has an almost world-wide reputation for beauty and attractiveness.

If, however, one has plenty of time, or only wishes to visit Lake George, and not go farther north, it will perhaps be as well for him to go on by rail to Whitehall, take the Lake Champlain steamer to Ticonderoga, and thence pass up Lake George to Fort William Henry. By this means he secures the best introduction to the scenery of the lake of "The Silvery Waters," amid the glory and deepening shadows of a sunset on the lake.

A tarry over night at the Great Hotel, and a stage ride to Glens Falls, or a return down the lake to "Fort Ti," will bring one back again to the commercial thoroughfare with anything but regret for the short delay at the beautiful lake.

SANDY HILL.

Kingsbury, Washington County, N. Y.

This is a village of about 2,000 inhabitants. A dam 1,200 feet long across the Hudson affords great water-power, which is extensively used by various sorts of manufactories and mills. The town was the scene of numerous adventures during the French and Revolutionary wars. At one time 17 soldiers captured by the Indians were at this place seated on a log, and all but one deliberately tomahawked. In August, 1758, Major Rogers and Major (afterwards Gen.) Putnam encountered and repelled a party of French and Indians within the town. Putnam was made a prisoner in the engagement.

Traces of a road cut by Burgoyne's army are said to be still visible in the township.

GLENS FALLS.

Queensbury, Warren County, N. Y.

HOTEL—American House.

This is an incorporated village of nearly 5,000 inhabitants, and considerable importance.

The fall in the Hudson is 50 feet high, and affords valuable water-power. Below the fall is a small island, from which a cave extends

from one channel to the other.

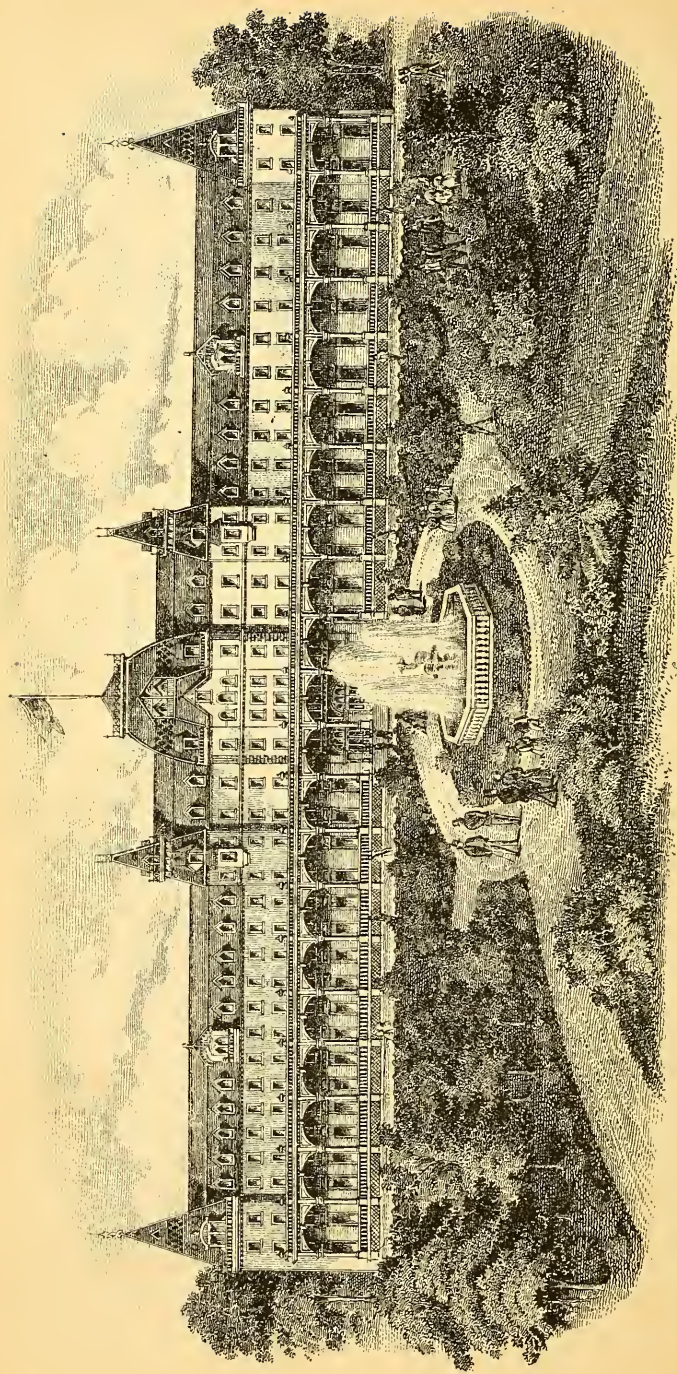
Above the falls is a dam across the river, built by the State, and a navigable feeder from above the dams supplies the summit level of the Champlain Canal with water. At Glens Falls there are good hotels, and the feeder, the dam, the fall, and the mills are worthy of a visit from the traveler who has leisure for a few hours' delay.

The island has been made famous by Cooper, in the "Last of the Mohicans."

CALDWELL.

Caldwell, Warren County, N. Y.

This place is the county seat of Warren Co., but derives its principal importance from its position at the head of Lake George and the delightful scenery which surrounds it. As these will be spoken of in the description of Lake George, we omit them here. Caldwell is connected by stage with Warrensbury, six miles distant, at the present northern terminus of the Adirondack R.R., from whence the traveler will find communication with Schroon Lake, Long Lake, and other points in the lower Adirondack region, or southward by rail to Luzerne and Saratoga.



Fort William Henry Hotel

T. ROSELLE & SON Prop^{rs}, LAKE GEORGE, CALDWELL, N.Y.

LAKE GEORGE.

“HORICON” (the Silvery Waters) is an Indian name often applied to this unrivaled gem of American lakes. The Indians themselves called it Can-i-a-déri-oit—the tail of the lake. The French discovered it in 1609, and named it Saint Sacrement.

The loyal Britons afterwards re-christened it Lake George, in honor of George I., their sovereign, and the English name still prevails, though, to most Americans, Horicon, the euphonious and significant Indian title, is more satisfactory, and the wish is often expressed that it might prevail.

The renown of its wild and picturesque beauty has spread throughout the world, and thousands yearly come to view its charms, and go away to praise them.

The lake is almost surrounded by steep and rugged mountains and its pellucid waters are studded with numerous islands. The passage up or down the lake presents an ever-varying panorama of beautiful and distinct views. Sometimes the mountains rise abruptly from the banks, at others quiet valleys scooped among the hills reveal the grand proportions of more distinct heights, and vistas of Arcadian beauty.

The numerous islands—said to equal in number the days in the year—add beauty to magnificence in the scenery of the lake.

Some are of considerable size, inhabited (in summer at least) and partially cultivated. Some are rugged cliffs crowned with shrubs or meagre vegetation; others, low bare rocks, or mere points just rising above the water, only useful because, in their place and multitude, they are beautiful.

The whole region of the lake is full of historic interest, and islands, waters, glens, and mountains have witnessed many a scene of martial glory, strife, and slaughter.

Fort William Henry, at the head of the lake, is the principal point of attraction and resort on its shores, not only on account of its unequalled scenery and beauty of situation, but because of the excellent hotel, which can accommodate twelve hundred guests, and supply their wants on a most liberal scale. THE FORT WILLIAM HENRY HOTEL has long been known and patronized by lovers of Lake George. Under its original proprietors it gained an enviable reputation among the hotels of this region. It is now in the possession of the Messrs. Roselle, who have effected such changes and improvements in the hotel and its surroundings, that its guests of former years would hardly recognize its once-familiar features.

The building has been enlarged and improved on a generous scale. A mansard roof has been raised above the old building, affording a new series of rooms commanding the most entrancing views of the lake, while from the top of the roof still more extensive prospects can be obtained. Besides this, great alterations have been made in the interior arrangements and furniture. Not content to confine their improvements to the hotel, the proprietors have built a number of neat and convenient cottages in the immediate vicinity, which are intended to accommodate those who wish for more private as well as more rooming apartments than can be obtained in the hotel. The ornamental grounds, which have always added so much to the attractions of this resort, have been improved and re-arranged, so that this most desirable feature of the establishment adds to its beauty more than ever.

THE LAKE HOUSE is a very good hotel, pleasantly situated, commanding a fine view of the ruins of Fort George, French Mountain, and Rattlesnake Hill, and the islands and hills down the lake.

In 1755 Sir Wm. Johnson, with an army of 5,000 men, operating against the French, encamped at the head of Lake George, near where the hotel now stands. The French, under Baron Dieskau, who had occupied Ticonderoga, passed up South Bay—the southern limit of Lake Champlain—and across the rocky

peninsula to the rear of the English, and, having ambuscaded and overcome Col. Williams and King Hendrick, who with 1,000 troops and 200 Indians had been sent out to meet them, fell upon the English camp, but after a sanguinary fight the French were totally defeated. Johnson and Dieskau were both wounded in the fight. The English loss was 262 killed, wounded, and missing, while the French loss was variously estimated at from 300 to 800. After this the English built Fort William Henry on the site of their camp.

In 1757, 9,000 French under Montcalm invested the fort, which, after a siege of nine days, surrendered, Col. Munro, the commander, having stipulated that the garrison should march out with the honors of war, and one of the four cannons of the fort, and their baggage and baggage wagons, and an escort of 500 men to Fort Edward. But the terms of surrender were disregarded, and the disarmed and defenceless troops were surrounded and attacked by the Indians of Montcalm's army, and a most horrible slaughter ensued. A few survivors fleeing for their lives escaped to Fort Edward. "The revolting scenes of this day have stained the memory of Montcalm with the blackest infamy." The French did not attempt to hold the fort.

In 1758 Gen. Abercrombie, with 7,000 regulars and 10,000 provincials, embarked on 900 bateaux and 135 boats, and passed down the lake, with all the glittering pageantry of war, to assail Fort Ticonderoga. They failed of their purpose, and four days after returned, shattered and broken, with a loss of 2,000 killed and wounded, to Fort William Henry.

In 1759 Gen. Amherst, with 12,000 men, advanced to Lake George, and, while waiting to complete his arrangements, commenced to build Fort George, about one-half mile east from Fort William Henry. When Gen. Amherst advanced against Fort Ticonderoga, the French withdrew to Crown Point, and afterwards to Isle aux Noix. Quebec fell soon after, and the conquest of Canada being completed the following year—1760—the vast military works of Fort William Henry, Forts George, Ticonderoga, and Crown Point were of no further use.

The steamer Minnehaha, Capt. E. S. Harris, which plies during the summer season on the lake, starts from the wharf at Caldwell, near the Fort William Henry Hotel, at an early hour in the morning, and, making the trip to the outlet of the lake, returns in the afternoon.

A new steamer called the "Ganouskie," Capt. A. Hulett, built in 1869, runs on the lake as a pleasure and excursion boat. She is elegantly furnished, and is managed, like the Minnehaha, with especial reference to the comfort and entertainment of the passengers. Both these boats are owned by the Champlain Transportation Co.

The lake is 36 miles long and from 1 to 3 miles in width. Its whole extent furnishes a ceaseless succession of pictures which have for years engaged the pencils of our best landscape artists, and which will for many a year to come continue to charm the eye with their peculiar beauty.

On the shores of the lake are several places of resort, where excursionists may find very comfortable accommodation.

BOLTON, at the north-western end of the North-west Bay, has a very commodious hotel, and is quite a resort for families and excursion parties. It is situated on the west side of the lake, commanding a very delightful view of Lake George scenery. On the east side, opposite Bolton, is a favorite resort for fishing parties, where is a good hotel—Trout Pavilion—and near which are the best fishing-grounds on the lake.

Fourteen-mile Island, just above the Narrows, has a very good hotel, and is a convenient stopping point for fishing and excursion parties.

At other points on the shores are fishermen's homes, but the most of them lack accommodation for tourists or pleasure-seekers who desire comfort and luxury.

THE ROUTE VIA LAKE CHAMPLAIN.

THE route via Lake Champlain, going north, diverges from the Rensselaer and Saratoga Railroad at Whitehall. From the junction a branch Railroad runs down to the lake, a distance of two miles, to Lake Champlain Station, at which point the traveler embarks on the steamer for the calm and delightful trip down the long and narrow lake to Burlington and Plattsburg.

The elegant and commodious steamers ; the pure, bracing, and healthful atmosphere ; the ever-varying and ever-beautiful landscape, embracing on the one side the verdant and sloping Green Mountains, the rich farms and quiet villages of New York and Vermont,—on the other, near and far, the rough forms and lofty summits of the Adirondacks towering away to the west,—and between them, now narrow and stream-like, now broad and expansive, but ever placid and attractive, the long and beautiful lake ; all combine to make this a most pleasurable and desirable route for the tourist.

LAKE CHAMPLAIN.

No name can be found more aptly describing this beautiful lake than that which was given it by the Indians who once dwelt along its shores. To them it was "The Gate of the Country," and was as important in their rude warfare as it afterward proved to be when England and France expended life and treasure in fighting for its possession.

To us it is known by the name of its discoverer, Samuel Champlain, who, in order to gain the friendship of the Hurons and Algonquins, joined them, with two of his companions, in a warlike expedition against the Iroquois.

Champlain named the lake *St. Sacrement*, and straightway proceeded to inaugurate the long series of conflicts which have taken place along the shores.

The first account that we have of Lake Champlain is the history of the warlike expedition on which Champlain went, with his Indian guides, against the Iroquois; and from that time until the close of the last war with England the lake was often the scene of conflicts,—involving Indians, or French, or English, or Americans, or all four together. The most important battle was that of Plattsburg, which took place on September 11, 1814. The American and British fleets were engaged in a fierce fight on the lake, while their respective armies were at the same time in action on shore, close at hand. This double combat ended in the total defeat of the British, and was one of the most hotly-contested battles of the war. A more particular account of this engagement may be found under the sketch of Plattsburg (page 41).

Plattsburg is but one of the many places on the lake which are of great historic interest. During the "Old French War," while France still held possession of the Canadas, the English maintained garrisons along the shores, and flotillas on the water. These two great European Powers brought their ancient feuds across the Atlantic with them, and were constantly seeking one another's destruction. The horrors of this desultory warfare were increased by the barbarities perpetrated by the Indian allies of both parties. Crown Point and Ticonderoga, near the outlet of Lake George, are both famous—the latter as the site of the old fort, which was captured, with its British garrison, by Ethan Allen and his brave Green Mountain Boys.

Valcour Island, a few miles south of Plattsburg, is near the scene of Arnold's disastrous engagement with the British, in 1776. That officer then stood high in public estimation, and on this occasion fully sustained his reputation for skill and bravery, in covering the retreat of his flotilla. The battles of Bennington and Hubbardston, and the line of Burgoyne's march, were all on or near the shores of Lake Champlain, and add a never-dying interest to the magnificent scenery which surrounds it.

Lake Champlain is 150 miles long, and varies in width from a few hundred yards to thirteen miles. Its waters are clear, deep, and cold, and it is well stocked with fish of various kinds, affording excellent sport for the angler. In the spring and fall thousands of wild ducks make this their feeding-ground, and the wild lands west of the lake abound with all kinds of game.

For purposes of commerce the lake is of great consequence. Its depth is, in some places, 300 feet, so that vessels of heavy burden can navigate its waters. Large quantities of lumber are annually delivered at its ports, Burlington, Vt., being the principal market.

The tourist, desiring to traverse the lake from its southern to its northern end, will take the Rensselaer & Saratoga Railway to Whitehall, where he will find one of the Champlain Transportation Company's steamboats awaiting the arrival of the

regular trains. These boats are constructed with especial reference to the navigation of the lake. They are well managed, fast and safe boats, well calculated to afford all those comforts which make steamboat traveling so delightful. The steamer Adirondack, Captain W. H. Flagg, is a new large boat, and will accommodate 1,500 passengers. She is elegantly furnished, and arranged so as to afford ample promenades and complete views of the scenery while making the trip on the lake. She has large and commodious state-rooms, and berths for the convenience of the passengers, when making the trip in the night. Passengers will find the table supplied with all the delicacies and luxuries which can be procured in the finest hotels in the country, while the style in which the food is cooked and served will invite the appetite of the most fastidious. At no table on land or sea is a more bounteous repast spread before the traveler, than can be obtained every day on board this steamer. The mate to this vessel is now being built, and will be put on the lake next season, under the title of The Green Mountain. The other steamers running on alternate trips with the Adirondack are the Canada, Captain Wm. Anderson, and the United States, Captain J. C. Babbett.

Although older and somewhat smaller, they are furnished with the same luxuriance, and managed with the same desire to render the trip as agreeable and pleasant for the passengers as is possible. The traveler who has just ascended the Hudson, or who has made the trip down the St. Lawrence, will find on Lake Champlain scenery entirely different from that which characterizes those noble rivers, but which equally charms and delights. At Whitehall the narrow lake, winding between steep hills, resembles the waters of a placid river rather than the head of a lake 150 miles long, and ranging in width from a few rods to 15 miles.

The lake retains this river-like character until it reaches Crown Point, where it widens and establishes its claim to be ranked among the large, if not the great lakes.

BENSON LANDING.*Benson, Rutland Co., Vt.***13 Miles from Whitehall, 236 Miles from New York.**

This is the first landing after leaving Whitehall. The village is about 3 miles east of the Lake, and contains about 200 inhabitants.

ORWELL.*Orwell, Addison Co., Vt.,***20 Miles from Whitehall, 243 Miles from New York.**

An unimportant landing on the east side of the Lake, in a farming town of the same name.

FORT TICONDEROGA.*Ticonderoga, Essex Co., N. Y.***24 Miles from Whitehall, 247 Miles from New York.***HOTEL—Pavilion.*

This is a favorite place of resort for summer tourists, and is full of historic interest. The old fort, on the high bluff near the steamboat wharf, is in a dilapidated condition, but enough remains of its ruined bastions to make it a most interesting subject for the study of those who have any reverence for the memory of our early days as a nation.

Ticonderoga is a corruption of the Indian name Tisinondrosa, meaning "the tail of the lake," and referring to the narrow portion of the lake south of this point. The French were the first to fortify Ticonderoga. They built a fort there

in 1755, and named it Carillon. The same year it was strongly garrisoned, and was held by them until 1759. In 1758, General Abercrombie sailed down Lake George from Fort William Henry, and attacked Carillon with a force of 17,000 British regulars and provincials. He was repulsed with a loss of 2,000 killed and wounded; Lord Howe, his second in command, being among the killed. The battleground is passed on the stage route between the two lakes, and the disposition of the forces in the battle can be ascertained by inquiring of residents or the stage attendants. In 1759, General Amherst advanced against it with a force of 12,000 men, regulars and militia, and the French were obliged to abandon it. It was greatly strengthened by the English, and was held by them until 1775, when, on May 10th, Ethan Allen and his Green Mountain Boys surprised and captured it. On Burgoyne's advance down the Hudson in 1777 it again fell into British hands, and was occupied by them until Burgoyne's surrender to Gates in October of that year.

Ticonderoga is at the mouth of the outlet of Lake George, and stages run regularly for the accommodation of visitors to that lake from this direction. There is an excellent hotel—the Pavilion—at

"Fort Ti," as the place is called by the inhabitants.

Ticonderoga is the point of departure from Lake Champlain for passengers wishing to visit Lake George. Stages convey passengers from the landing, around the rapids, four miles to the Lake, where they meet the beautiful steamer Minnehaha, which will convey them the whole length of lake, through the most beautiful scenery in the world, to Caldwell and the Fort William Henry Hotel.

LARABEES' POINT.

Shoreham, Addison Co., Vt.

26 M. fr. Whitehall, 249 M. fr. N. Y.

HOTEL—United States.

This landing is in Shoreham, Vt., and is about two miles from the village. It is unimportant in history, and of no especial present interest.

CROWN POINT.

Crown Point, Essex Co., N. Y.

35 M. fr. Whitehall, 258 M. fr. N. Y.

HOTEL—Gunnison's.

The village of Crown Point is about 3 miles west of the landing. A small village called Hammond's Corners is about a mile west of the landing. Near the landing is a new hotel, built in 1869, where good accommodation may be obtained. This is one of the starting-points for hunters and tourists

entering the Adirondack region. The grading of the Whitehall and Plattsburg Railroad, in course of completion, can be seen along the shores of the lake at this point. An iron mine is about to be worked in the rocky mountains south of the landing. Opposite is Bridport, Vt., where the steamers formerly stopped at Frost's Landing, but no landing is now made.

As we proceed north on our journey, and before we reach Port Henry, we pass Crown Point, a high promontory, on which is a light-house and the ruins of Fort Frederick, built by the French in 1731, but which was captured by the English in 1759. It fell into the hands of the Americans under Ethan Allen, at the same time and under the same circumstances as did Fort Ticonderoga. West of this point lies Bullwagga Bay, and south of the bay is the high rocky mountain of the same name. The lake widens at this point to a width of about two miles.

PORT HENRY.

Moriah, Essex Co., N. Y.

42 M. fr. Whitehall, 265 M. fr. N. Y.

This is a very pleasant and picturesque village—the scenery of the mountains in its vicinity being exceedingly beautiful. The Port Henry Iron-works, distinctly seen

from the steamboats, are quite extensive. Iron mines are abundant, and largely worked just west of the village. After leaving Port Henry the views of the Adirondack Mountains to the westward and of the Green Mountain range to the eastward are very grand. On the west the most prominent elevation is Bald Peak.

WESTPORT.

Westport, Essex Co., N. Y.

52 M. fr. Whitehall, 275 M. fr. N. Y.

HOTELS—Person's and Richard's.

A very pleasantly located village on the west shore of the lake. The iron business is carried on extensively in the towns west of this, and much iron and ore are shipped from this port. Jay Cooke & Co. have extensive works in Elizabethtown, a few miles west of this village.

As we leave Westport, going north, the spires of the city of Vergennes, Vt., are visible to the eastward. The lake narrows again as we proceed, and opposite its narrowest part are the ruins of Fort Casson, named in honor of an officer of McDonough's fleet. It is situated at the mouth of Otter Creek, where was formerly a steamboat landing for the city of Vergennes. The creek is navigable for 20 miles as far as Vergennes, where McDonough fitted out his fleet.

On the west is Split-Rock Mountain, and at its north end is a light-house. Near this mountain and light the lake is very deep and has never been correctly fathomed. Bottles tightly corked have been sunk to a great depth, and on being raised to the surface were found full of water, though the corks were not removed.

ESSEX.

Essex, Essex Co., N. Y.

64 Miles from Whitehall, 287 Miles from New York.

HOTEL—Royce's.

The landing may be seen soon after the boat rounds the point of Split-Rock Mountain. The village is romantically situated at the foot of the hills which render the whole western shore so picturesque. Essex is one of the points on the lake whence hunters take their departure for the Adirondacks.

The islands which lie in the middle lake, a few miles north of Essex, are the *Four Brothers*.

BURLINGTON.

Burlington, Chittenden Co., Vt.

85 Miles from Whitehall, 308 Miles from New York.

HOTELS—American, Lake House, and Central Hotel.

Soon after passing the Four Brothers, Burlington may be seen on the Vermont shore, the tin-covered dome of its university building shin-

ing like a beacon above the roofs of the city. It was incorporated as a city in 1866, and is delightfully situated on a hill which rises from the lake shore, and commands a wide view of water and landscape. The city has a population of about 10,000. It has two daily and two weekly papers, three banks—having an aggregate capital of \$700,000—cotton, flour, and rolling mills, machine-shops, and a furniture factory. Its heaviest business is in lumber, large quantities of which are brought from Canada and from along the lake shores, and are shipped by rail to various markets.

In the centre of the city is a large public square, containing a fountain and shade trees. Near by are the custom-house, city and county buildings, banks, and other business offices. The *University of Vermont* stands on the crest of the hill overlooking the city.

From the dome of the chief building an extensive and very beautiful view may be obtained, including the ranges of the Adirondack and Green Mountains, while Lake Champlain, with its bays and islands, stretches north and south, as far as the eye can reach. The large island in front of Burlington is *Juniper Island*. To the south of this may be seen *Rock Dunder*, which is said to have excited the suspicions of the British

commodore, while cruising here during the war with England, to such an extent that he opened fire upon it. *Colonel Ethan Allen*, the gallant Vermonter, who, with his Green Mountain Boys, rendered such good service during the Revolution, was often in Burlington while living, and now lies in the Green Mount Cemetery, near the city, where a granite monument has been erected by the State to perpetuate his memory. Burlington is the residence of several distinguished men and prominent politicians. *John G. Saxe*, the well-known author of poetry and prose, Judge Smalley, and U. S. Senator Edmunds, have resided in Burlington for many years. Mr. Le Grand Cannon, President of the Champlain Transportation Company, has a summer residence on a commanding eminence overlooking the lake and city. The view of the Adirondacks, lake, and city from this elegant resort is one of surpassing beauty and grandeur. In the country surrounding the city are many romantic drives and walks; those leading along the *Winooski River* are, perhaps, the most attractive.

The charming and picturesque residence of the late Bishop Hopkins, and his Seminary, at Rocky Point, two or three miles down the shore of the lake, will well repay a visit. Visitors are made quite

welcome to inspect the establishment.

The traveler should be particular in distinguishing between the depot of the *Burlington and Rutland R. R.*, and that of the *Vermont Central*, both of which railroads meet here. Travelers are sometimes left behind in consequence of not understanding from which depot the train starts.

From Burlington tourists start for the White Mountains and Mount Mansfield by rail. The general offices of the Champlain Transportation Company are located in Burlington, fronting the public park.

The steamboat wharf is close beside the railroad station. From here the traveler crosses the water late in the afternoon, when the surroundings of mountain and lake are most beautiful.

PORT KENT.

Chesterfield, Essex Co., N. Y.

90 M. fr. Whitehall, 313 M. fr. N. Y.

Port Kent is a small village, situated on the shore of Lake Champlain, near the mouth of the *Au Sable River*. It is important chiefly as the port from which the products of the iron-works at *Keeseville* and *Au Sable Forks* are shipped to various markets, and as the terminus of the stage-route to the Adirondacks, by way of *Au Sable*.

Thousands annually visit these mountains, to enjoy the sports peculiar in this wild region, or to derive health from its pure and invigorating atmosphere. The *Au Sable River*, between Port Kent and Keeseville, passes through a remarkable chasm, forming what are known as the "Walled Banks of the *Au Sable River*." The river plunges over a precipice, Birmingham Falls, seventy feet in height, and rushes for a distance of two miles through a chasm which is in some places one hundred and thirty feet deep. The river is at one point forced through a channel only a few feet in width, and the water can hardly be seen from the top of the rocks. The geological formation which the river thus passes is the *Potsdam Sandstone*; and the whole chasm forms an object of great interest to the tourist.

At *Keeseville* are two good hotels, namely, the *Adirondack House* and the *Au Sable House*. Thence stages run to *Baker's Saranac Lake House*, 46 miles, and to all the other houses on the Saranacs.

From *Au Sable Forks* a road leads into the mountains through the famous *Wilmington Notch*. Throughout this part of the mountains good hotels are established at favorable localities.

Upon the hill just above the lake

is a fine old stone house where live the descendants of *Colonel Elkanah Watson*, the founder of the first agricultural society of New York. In 1777, the year of Burgoyne's surrender, Colonel Watson, then aged 17, made a tour through the country, and wrote a very interesting and accurate account of his experiences. This account forms one of our most valuable histories of those Revolutionary times.

PLATTSBURG.

Plattsburg, Clinton Co., N. Y.

328 M. fr. N. Y. Fr. Montreal, 63
HOTELS—*Fouquet's, Cumberland, and Witherell's.*

The village of Plattsburg is situated at the mouth of Saranac River, on a plateau some fifty feet above the level of the lake. It has about 5,000 inhabitants, and is in every respect a flourishing place. The Saranac River furnishes water-power for several mills, one at least of which—a saw-mill—is well worthy of a visit. It is worked day and night, and the interest is perhaps enhanced by a visit after nightfall, when everything is more or less mystified by the surrounding darkness. Plattsburg is the county town, and contains the usual buildings for judicial purposes. The U. S. Government has barracks and keeps a garrison here. Plattsburg is the southern terminus of the *Montreal and*

Plattsburg Railroad, which extends to the Canada line, where it joins a branch of the *Grand Trunk Railroad of Canada*. Steamers touch daily at the wharves, conveying passengers across the lake, or to various places on its shores.

FOUQUET'S HOTEL is a house which every traveler who has ever patronized it remembers with pleasure. It is a new building, finished in the best manner, and kept admirably. The piazzas and promenade command extensive views of the lake and surroundings, and every effort is made to supply everything required or wished for by travelers and summer guests. This hotel fronts the lake and overlooks Cumberland Bay.

Beyond the bay is *Macdonough's Point*, just inside of which, in September, 1814, was anchored the American fleet, awaiting the attack of the British, while on shore lay the two hostile armies, watching one another, and ready at any moment for either attack or defence. Commodore Macdonough commanded the American fleet, and Commodore Downie the British. The land forces were commanded by General Macomb on the American side, and General Provost on the British. The British fleet had 1,000 men, and 95 guns. The American, 880 men, and 86 guns. On shore, the Americans had one

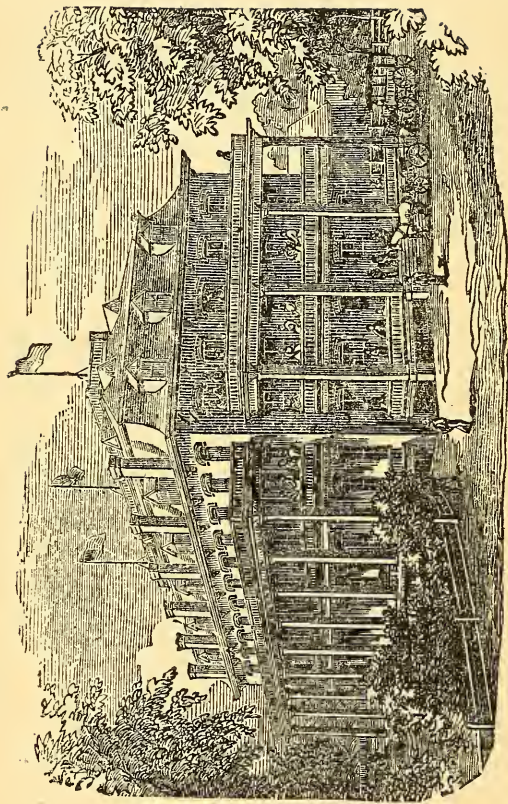
brigade of regulars and several thousand militia, and the British had about 14,000 men.

The battle was opened on the water by a shot from the American vessel *Eagle*, and very soon the engagement became general. The roar of artillery was heard far off in Vermont, and a long distance down the lake. The fight lasted with the greatest fury for two hours and a half. Commodore Macdonough with his own hands sighted one of his guns, from time to time throughout the action, and after one battery of his flag-ship, the U. S. frigate *Saratoga*, had been disabled by the superior artillery of the *Confiance*, her adversary, she was swung round so as to bring her other battery to bear. This decided the fight, for the British ship was soon compelled to surrender, and the victory was soon after rendered complete by the surrender of the remaining ships. The British gunboats alone, being worked with sweeps, effected an escape.

On shore the assaults of the Brit-

ish were repelled, and when it was seen that the day was lost on the lake, General Provost retreated from the field, leaving the Americans victorious by land and water. In one of the houses of Plattsburg is still to be seen a twelve-pound shot, which entered the house during the engagement, and lodged in the wall over the staircase, where it has remained ever since.

From Plattsburg, the Whitehall and Plattsburg R. R. conveys passengers to Point of Rocks (Au Sable station), 20 miles distant, where travelers may take stages to the hunting and fishing grounds of the Adirondack region. This forms the most convenient and comfortable route to the North Woods, and is the most popular starting-point on the lake. The steamer *Montreal* plies daily, in summer, between Plattsburg, Alburg Springs, and Grand Isle, thus affording facilities for visiting the finest fishing-grounds of Lake Champlain and the celebrated spring along the Vermont shore.



FOUQUET'S HOTEL, PLATTSBURG, N. Y.

D. L. Fouquet & Son, Proprietors.

Through Tickets allow travelers to step over at Plattsburg, and resume their trip at pleasure.

ADIRONDACK MOUNTAINS.

IN traversing Lake Champlain, and while following its eastern shores on the railway, the traveler is constantly in sight of the mysterious wild region of Northern New York. The line of blue summits against the western sky is in the heart of this region, and any one who is acquainted with the mountains can readily point out *Tahawus*, *Whiteface*, and others of the great mountain brotherhood which watches over the country from Ontario to the Green Mountains. This wilderness is nearly a hundred miles in diameter, and is nominally divided into several tracts, such as *The Saranac*, the *Chateaugay*, &c. The *Adirondacks* are, properly, the mountainous region occupying the eastern part of the wilderness, but the name is often used in referring to the whole uninhabited district. Notwithstanding the numerous hunters and fishermen who annually go into the woods, game and fish are still abundant. Deer are protected by law during the breeding season, and as their natural foes, the panther, the bear, and the wolf, are outlawed by common consent, they are rather increasing in number. They are, however, becoming very shy, and much caution is necessary in hunting them.

The whole Adirondack region is intersected and diversified by a network of lakes and streams, which render it picturesque and beautiful in an almost unequalled degree. These systems of water communication afford very convenient means of transit for hunters and pleasure-seekers, the lakes being connected by streams, in some cases navigable for bateaux, and in others broken by falls and rapids, around which boats and luggage must be carried. Iron is found in large quantities among the mountains, and

some of the most accessible beds of ore are profitably worked. Marble is also found, of a valuable quality. It is probable that a large portion of this tract will always be wild and almost uninhabited, save by the hunter or pleasure-seeker, for it is so inaccessible that the traffic which invites a large population could hardly ever reach its central portions, even if the land were sufficiently fertile and easily cultivated to invite settlers.

The wilderness may be easily reached by several different routes, partly by carriage-roads and partly by boats, which latter will convey the tourist to almost any part of the woods which he wishes to visit. A favorite route to the woods is from Port Kent, whence stages convey the tourist to Keeseville, Au Sable Forks, and the Saranac Lakes, whence by boats and "carries" he can penetrate to the heart of the wilderness.

The recent completion of the White Hall and Plattsburg Railroad, from Plattsburg to the Au Sable River, at Au Sable Station, opposite Point of Rocks, on the Au Sable River, 10 miles above Keeseville, makes Plattsburg the natural rendezvous on the east for visitors to either the Saranac or Chateaugay region. By this route the traveler will save about 14 miles of stage travel.

THE MONTREAL AND PLATTSBURG R.R.

PLATTSBURG TO MONTREAL—63 MILES.

THE *Montreal and Plattsburg Railroad*, now forming part of the through line between New York and Montreal, was organized and chartered as a company in February, 1850. The construction of the road was commenced in August, 1851, and the line through to Montreal was opened, in connection with the Canada section, on July 20, 1852. For a long time passengers had to change cars at Province Line, and again at the ferry from Caughnawaga to Lachine, but this annoyance is now removed, and cars run through to Montreal without change.

At *Mooers Junction* we cross the line of the *Ogdensburg and Lake Champlain Railway*, and a few miles beyond enter the Dominion of Canada. The section of the road between Province Line and Montreal is under the management of the *Grand Trunk Railroad Company of Canada*, other branches of which meet at Montreal and connect with *Quebec, Toronto, Rouse's Point, and Portland*. The country between Plattsburg and the St. Lawrence River is level, or slightly undulating. For some miles north of Plattsburg well-cultivated lands border the railroad, but we soon enter dense woods of hemlock and spruce, which, with occasional clearings in the neighborhood of stations, extend to the settlements near the St. Lawrence. Before we cross the Canada line, the peculiar tin-covered roofs and steeples, which are so prominent a feature of Canadian landscapes, begin to ap-

pear. After crossing the river, the railroad follows the course of the Lachine Canal, until the roofs and towers of Montreal are in sight, and we enter the suburbs. Very little of the country can be seen between Lachine and Montreal, owing to a bluff which rises just north of the railroad, and extends almost all the way to the city.

CHAZY.

Chazy, Clinton Co., N. Y.

333 Miles from New York.

From Montreal 58.

Between Plattsburg and this station the railroad passes through much well-tilled and fertile land. The *Little Chazy River* passes through the small village located here, furnishing water-power for saw-mills. The soil is clayey and productive, overlying a sandstone and limestone formation.

SCIOTA.

Chazy, Clinton Co., N. Y.

338 Miles from New York.

From Montreal 53.

At this station are two large saw-mills, and a small village. Much lately-cleared land in the vicinity.

BEEKMANTOWN.

Beekmantown, Clinton Co., N. Y.

343 miles from New York.

From Montreal 48.

A small hamlet, at which trains stop on signal.

MOOERS JUNCTION.

Mooers, Clinton Co., N. Y.

348 Miles from New York.

From Montreal 43.

At this station we cross the *Ogdensburg and Champlain Railroad*. This road crosses the northern part of New York State, from Rouse's Point to Ogdensburg. The custom-house officers usually inspect the luggage of southward-bound passengers at or near this station, and it is surprising how many temporary converts to free-trade doctrines are made here.

STATE or PROVINCE LINE.

New York and Canada.

351 Miles from New York.

From Montreal 40.

On the right hand we see the first specimen of Canadian roofs, with the peculiar up-turned eaves. A village stands to the west of the station.

HEMMINGFORD.

Province of Quebec, Canada.

355 Miles from New York.

From Montreal 33.

Country level and wooded.

JOHNSON'S.*Province of Quebec, Canada.***359** Miles from New York.*From Montreal 32.***LAPIGEONIERE.***Province of Quebec, Canada.***366** Miles from New York.*From Montreal 25.***ST. REMI.***Province of Quebec, Canada.***370** Miles from New York.*From Montreal 21.*

A considerable village, with a decidedly Canadian aspect.

ST. ISIDORE.*Province of Quebec, Canada.***376** Miles from New York.*From Montreal 15.***CAUGHNAWAGA.***Province of Quebec, Canada.***381** Miles from New York.*From Montreal 10.*

We here reach the wide and rapid *St. Lawrence River*, across which we are ferried by a boat, upon which the cars are taken, so that passengers need not leave their seats unless they wish to get a better view of the river and its shores.

LACHINE.*Province of Quebec, Canada.***383** Miles from New York.*From Montreal 8.*

Here the cars are again attached to an engine, and we are hurried on. The canal on the right is the *Lachine*

Canal, which enables vessels to avoid the dangerous rapids in the *St. Lawrence*. In a short time we enter the suburbs of Montreal.

MONTREAL.*Province of Quebec, Canada.***391** Miles from New York.

HOTELS—*St. Lawrence Hall, Ottawa House, St. James Hotel.*

The chief city of British America stands on Montreal Island, at the head of natural navigation on the *St. Lawrence River*. It was founded in 1640, on the site of an Indian village called Hochelaga, which was visited by French Jesuit missionaries in 1542, nearly a hundred years before a permanent settlement was made. The French held the island until 1760, when it was captured by the British, and has been held by them ever since. The Canadian government was formerly established here, but was removed to Quebec in 1849, in consequence of a political mob which burnt the parliament houses and library. At that time Canada was under the royal government, but it is now more independent and governs herself with certain restrictions, under the title of *The Dominion of Canada*. Montreal Island is thirty-two miles long and about ten miles broad. Near the city it rises into a considerable elevation known as Mount Royal. The soil of the island is good, and

especially favorable to the growth of pears and apples.

The city is principally built on the level ground between Mt. Royal and the river, along which it extends nearly three miles. The population of the city is about 120,000, and is rapidly increasing. On the high ground near Mt. Royal are many elegant private residences, and a fashionable drive extends around the mountain, bordered by gardens and ornamental enclosures, and affording fine views in all directions. The principal buildings in Montreal are of gray limestone, which is of a delicate neutral tint, very pleasing to the eye. The great number of buildings of this material gives a more solid look to the streets than we are accustomed to in the States. Architecturally, many of the buildings are very fine, especially the new church of the Jesuits. The cathedral of Notre Dame is of great size, and well worth visiting. The view from one of the towers, in which hangs "Gros Bourdon," the great bell, is very extensive and interesting. Admission may be gained to the cathedral and tower at almost all hours. At certain times, interesting services are performed in the cathedral, at which the nuns of the seminary of St. Sulpice assist. The music at these services

is very fine. Many other fine buildings, public and private, may be seen, especially in *Great St. James* and in *Notre Dame Streets*. The stone quays of Montreal are an object of interest to every one, and ought to excite a spirit of emulation in New York. The fur-trade of Montreal is enormous, and has for many years employed millions of capital and thousands of hands.

Those who are interested in military parades can almost always time their visits so as to witness the review of some one or more of the several royal regiments which are always in garrison here. If the tourist has not lost his boyish taste for sliding down hill, he can indulge in that pastime on a large scale by going up to Lachine, and taking the boat to descend the rapids. The trip is full of pleasant excitement, and has a spice of danger especially pleasing to the Anglo-Saxon temperament. The *Victoria Bridge* over the St. Lawrence is a splendid piece of engineering skill, and should be visited. A pass to go upon the bridge may be obtained from the office of the Grand Trunk Railway.

The railroad connections of Montreal are as follows: *Montreal and Plattsburg*, *Pointe Levi (Quebec)*, and *Montreal, Montreal to Portland, Me., Montreal and Cham-*

plain, Montreal and Toronto. All these roads are branches of the *Grand Trunk Railway* of Canada. Besides the railroad connections, steamboats are constantly running to various points up and down the St. Lawrence, among which *The Thousand Isles, Quebec, and The Saguenay River* may be mentioned as especially worthy of a visit. -

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Delavan, Stanwix, Congress.

ALBURGH SPRINGS, VT.

Missisquoi, Mansion.

BALLSTON SPA, N. Y.

Sans Souci Hotel.

BURLINGTON, VT.

American, Lake House.

CALDWELL, N. Y.

Fort William Henry Hotel,
Lake House.

CATSKILL, N. Y.

Prospect Park Hotel, Green
County Hotel.

CATSKILL MOUNTAINS.

Catskill Mountain House.

Laurel House, Haines House.

Embogcht House.

CHATEAUGAY, N. Y.

Roberts House, Union House.

CROWN POINT, N. Y.

Gunnison's Hotel.

ENGLEWOOD, N. J.

Palisade Hotel.

ESSEX, N. Y.

Royce's Hotel.

FORT EDWARD, N. Y.

Eldridge House.

GARRISONS, N. Y.

Highland House, Clermont
House.

GLENS FALLS, N. Y.

American Hotel.

HIGHGATE SPRINGS, VT.

Franklin House.

HUDSON, N. Y.

Worth House, Mansion House.

KEESEVILLE, N. Y.

Adirondack House, Ausable
House, Chasm House.

KINGSTON, N. Y.

Exchange Hotel.

LARABEES POINT, SHORE-
HAM, VT.

United States Hotel.

LAKE GEORGE, N. Y.

Fort William Henry Hotel,
Lake House.

LUZERNE, N. Y.

Rockwell's Hotel.

MALONE, N. Y.

Hogle House, Flannigan's.

MASSENA SPRINGS, N. Y.

United States Hotel.

MIDDLEBURY, VT.

Addison House.

MONTREAL, O. P., CANADA.

St. James Hot'l, Albion H'se,
American Hotel.

NEWBURGH, N. Y.

United States, Orange.

NYACK, N. Y.

Clarendon Hotel, Smithsonian
House.

OGDENSBURGH, N. Y.

Seymour House, Johnson H'se,

HOTELS ON HUDSON RIVER ROUTE.

American House, Baldwin House.

PLATTSBURGH, N. Y.
Foquet's, Witherell's, Cumberland.

PORT HENRY, N. Y.
Port Henry Hotel.

POUGHKEEPSIE, N. Y.
Morgan House, College Hill House.

POULTNEY, VT.
Poultney House, Beaman's Hotel.

RHINEBECK, N. Y.
Rhine Cliff House.

RONDOUT, N. Y.
Mansion House.

ROUSE'S POINT, N. Y.
Massachusetts House.

RUTLAND, VT.
Bardwell, Stevens, and Central House.

SARATOGA SPRINGS, N. Y.
Congress Hall, Union Hall, Clarendon, American, Marvin, Columbian, Continental, Temple Grove.

SCHENECTADY, N. Y.
Given's Hotel.

SHELDON, VT.
Missisquoi Springs Hotel.

SING SING, N. Y.
Ossining House.

ST. JOHNS, Q. P., CA.
Monet's Hotel, Hogle House.

STOWE, VT.
Mansfield House.

TARRYTOWN, N. Y.
Cliff House.

TICONDEROGA, N. Y.
Pavilion Hotel.

TORONTO, O. P., CANADA.
Rossin House, Queen's, American Hotel.

TROY, N. Y.
American Hotel, Troy House.

VERGENNES, VT.
Stevens House.

WATERFORD, N. Y.
Morgan House.

WEST POINT, N. Y.
Cozzens', Oak Grove, West Point.

WESTPORT, N. Y.
Person's Hotel, Richards' Hotel.

WHITEHALL, N. Y.
Hall's Hotel.

YONKERS, N. Y.
Grigg's House, Peabody H'se.

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LEAVE NEW YORK DAILY,

*From Desbrosses Street at 7, and 34th Street at 7.15 A.M.,
landing at WEST POINT, NEWBURGH, POUGH-
KEEPSIE, RHINEBECK, CATSKILL, and HUDSON,
Connecting at Albany with 4.30 train on the Rensselaer and Saratoga
Railroad; the 5 and 11 P. M. trains on the New York Central; and
the evening trains on the Susquehanna, to*

MONTREAL, SARATOGA,

Buffalo, Niagara Falls, Sharon Springs,

AND ALL POINTS NORTH AND WEST.

Leave Albany at 9 A. M., connecting with Chicago Express on the New York Central to January 1st. On and after January 1st will leave at 10 A. M., or on arrival of the Rensselaer and Saratoga Railroads.

NEW YORK, May 20, 1869.

W. A. WILLARD & CO.

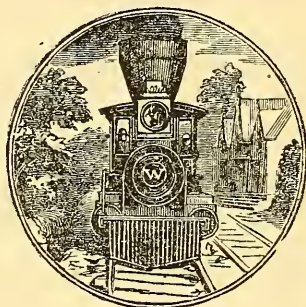
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OF

Looking-Glasses,

177 Canal St.,

NEW YORK,



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2d BLOCK WEST OF BOWERY.

Having largely increased our facilities for manufacturing LOOKING-GLASSES, &c., we are prepared to offer to the public goods in our line of superior quality, at the

LOWEST PRICES,

Both to the Wholesale and Retail Trade. We have on hand at all times a very large stock of

PIER AND MANTEL MIRRORS,

BASE AND TRIPOD TABLES,

Cornices,

MARBLE SLABS, AND BRACKETS, &c.

Hotels and Private Houses Fitted at short notice.

Please give us a call, and examine Goods.

W. A. WILLARD & CO.,

177 Canal Street, New York.

RENSSELAER & SARATOGA RAILWAY.

May 17, 1869.
 GEO. H. CRAMER, Pres.; I. V. BAKER, Supt.; H. S. MARCY, Gen. Freight Agt.; OTIS N. CRANDALL, Gen. Ticket Agt., Troy, N. Y.
 ALBANY DIVISION.
 ROBERT MORRIS, Gen. Agent, Albany. — Distance, 30 miles.

MAIN LINE.

Acc.		May 17, 1869.		Miles		Arrive	
P.M.	A.M.	Leave	Arrive	Acc.	Mail.	Leave	Arrive
4 30	7 10	Albany 1	.....	10 00	8 10	Albany	.....
4 45	7 30	Schenectady	.....	9 15	7 55	Cemetery	.....
4 45	7 30	Troy 2	.....	9 45	7 25	West Troy	.....
4 51	7 36	Green Island	.....	94	40	Cohoes	.....
5 04	7 49	Waterford	.....	94	40	Waterford	.....
5 13	7 58	Albany Junction	.....	91	40	Albany June	.....
5 29	8 13	Mechanicsville	.....	89	40	Leave Albany	.....
		East Line	.....	83	40	Arrive Albany	.....
6 00	8 45	Ballston 3	.....	70	40		
6 20	9 05	arrive } Saratoga	leave	63	40		
6 30	9 15	leave }	arrive	52	40		
6 55	9 40	Gansevoort	.....	47	40		
		Moreau	.....	46	40		
7 10	9 55	Fort Edward 4	.....	43	40		
		Dunham's Basin	.....	38	40		
7 29	10 14	Smith's Basin	.....	34	40		
7 39	10 24	Fort Ann	.....	34	40		
7 49	10 34	Comstock's Landing	.....	34	40		
8 05	10 50	Junction	.....	26	40		
8 15	11 00	L. Cham. 5	.....	26	40		
8 10	10 55	Fairhaven	.....	24	40		
8 33	11 18	Hydeville	.....	14	40		
8 39	11 24	Castleton	.....	11	40		
8 48	11 33	W. Rut. & Clar. Spr. 7	.....	5	40		
9 05	11 50	Centre Rutland	.....	4	40		
9 10	11 55	Butland 8	.....	0	40		
9 15	12 00	Arrive	.....			

RUTLAND AND WASHINGTON BRANCH.

Exp. Mail.		Leave		Arrive		Exp. Mail.	
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
9 50	1 20	Troy	.....	62	40	5 30	4 00
10 40	2 10	Eagle Bridge 6	.....	56	40	4 30	3 10
		Wait's Corner	.....	51	40		
10 55	2 26	Cambridge	.....	44	40	4 11	2 53
11 07	2 40	Shushan	.....	41	40	3 53	2 40
11 24	2 59	Salem	.....	38	40	3 33	2 21
		West Rupert	.....	36	40		
11 48	3 23	Rupert	.....	29	40	3 08	1 59
12 05	3 42	Pawlet	.....	26	40	2 49	1 42
12 14	3 51	Granville	.....	24	40	2 39	1 34
12 19	3 56	Middle Granville	.....	18	40	2 34	1 29
12 34	4 12	Poultney 9	.....	11	40	2 16	1 14
12 53	4 31	Castleton 7	.....	4	40	1 58	12 57
1 10	4 50	W. Rutland	.....	2	40	1 40	12 40
1 15	4 55	Centre Rutland	.....	0	40	1 35	12 35
1 20	5 00	Rutland 8	.....			1 30	12 30
		Arrive	.....			

CONNECTIONS.—1 New York Central, Hudson River, Harlem, Albany & Susquehanna, and Boston & Albany Railways; also with Steamboats to New York. 2 Railways diverging from Troy. 3 Saratoga and Schenectady Division. 4 Glens Falls Branch for Glens Falls, Lake George, etc. 5 Steamboats to Burlington and Plattsburgh. 6 Troy and Boston Railway. 7 Stages for Clarendon Springs. 8 Rutland, and Bennington & Rutland Railways. 9 Stages to Middletown Healing Springs.

Saratoga



Spring Co.

SARATOGA SPRINGS, N. Y.

A. PUTNAM, Jr., Sup't.

ANALYSIS BY PROF. C. F. CHANDLER

<i>Chloride of Sodium</i> ,.....	378.962 grs.
<i>Chloride of Potassium</i> ,.....	9.229 "
<i>Bromide of Sodium</i> ,.....	.565 "
<i>Iodide of Sodium, or Iodine</i> ,*.....	20.000 "
<i>Sulphate of Potassa</i> ,.....	5.509 "
<i>Bicarbonate of Lime</i> ,.....	124.459 "
<i>Bicarbonate of Magnesia</i> ,.....	61.912 "
<i>Bicarbonate of Soda</i> ,.....	12.662 "
<i>Bicarbonate of Iron</i> ,.....	1.213 "
<i>Silica</i> ,.....	1.283 "
<i>Phosphate of Lime, a trace</i> .	
<i>Solid Contents in a gallon</i> ,.....	615.685 grs.
<i>Carbonic Acid Gas</i> , 407.55 cubic inches in a gallon.	

* Ascertained according to Dr. Steele and Professor Emmons' mode of Analysis.

TESTIMONIALS.

The following testimonials of the value of the Star Water, are selected from many received from those who have used the water :

From Rev. THEODORE L. CUYLER, D.D.

Saratoga Springs, N. Y., Aug. 15, 1867.

After eighteen years of constant experience in the use of the Saratoga Waters, I do not hesitate to give the preference to the STAR SPRING as the most active and beneficial cathartic I have ever found here. It "works like a charm." I keep a supply of it at my own home, and when my system becomes disordered, and my liver grows sluggish in its action, a bottle or two of this capital water restores me without the use of any other remedy. May yours be "the Star that never sets."

Faithfully yours,

THEODORE L. CUYLER.

From J. S. DELAVAN, M.D.

Albany, May 9, 1865.

SARATOGA STAR SPRING CO.—*Gents*: I am in receipt of your admirable water. As a REMEDIAL AGENT, I believe the Star Water to be greatly superior to any of the mineral waters of Saratoga. I greatly prefer it myself to any of them.

Very truly yours,

J. S. DELAVAN, M.D.

From Dr. N. B. SHURTLEFF, Mayor of Boston.

Boston, Oct. 18, 1867.

The Saratoga Spring Water has proved highly advantageous in my practice in relieving constitutional torpidity of the alimentary canal. I consider its use very valuable in the treatment of Chronic Indigestion, in reducing scrofulous enlargements, and in removing cutaneous affections.

NATH. B. SHURTLEFF, M.D.

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JOHN WYETH & BROTHER, 1412 Walnut Street, Philadelphia.

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And principal Druggists generally.

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A.M.	P.M.*	P.M.	A.M.	Mls.		Mls.	A.M.	P.M.	P.M.
9 40	9 35	3 30	11 32	0Grout's Corner.....	21	9 55	2 53	4 20
9 50	9 45	3 35	11 39	3Northfield Farms....	18	9 50	2 47	4 13
10 05	10 05	3 55	11 55	9	.....Northfield.....	12	9 34	2 31	3 55
10 10	10 15	4 05	12 00	11	....South Vernon 1....	10	9 28	2 25	3 50
10 25	10 35	4 20	12 12	16	.....Vernon.....	5	9 13	2 13	3 38
10 40	10 50	4 35	12 25	21	....Brattleboro' 2. ...	0	9 00	2 00	3 25
A.M.	P.M.	P.M.	P.M.		ARRIVE] [LEAVE		A.M.	P.M.	P.M.

So. Vernon Trains. South Vernon for Brattleboro', 10.10, 10.22, 12.30, 4.05, 4.17, 8.37. Returning, leave Brattleboro' at 4.27, 8.50, 9.00, 2.00, 3.20, 3.25. 1 Connects with Ashuelot R'y. 2 Connects with V. Valley R'y. * Saturdays only.

RUTLAND AND VERMONT VALLEY RAILWAYS.

GEORGE A. MERRILL, Supt. WILLIAM H. BRYANT, Gen. Ticket Agt., Rutland.

Mxd.	Exps	Exps	Pass.	Mls	May. 17, 1869.	Mls	Mail.	Exp.	Exps	Mxd.
P.M.	P.M.	P.M.	A.M.		LEAVE ARRIVE		P.M.	P.M.	A.M.	A.M.
4 40	9 30		10 45	0	..Brattleboro' 1..	144	3 46		4 30	8 50
4 52	9 43		10 56	4	....Dummerston....	140	3 35		4 20	8 40
5 02	9 55		11 07	12	.....Putney.....	132	3 25		4 11	8 30
5 09	10 03		11 15	....	.....East Putney....	3	3 18		4 05	8 24
5 29	10 24		11 35	19	....Westminster....	125	2 59		3 48	8 05
5 40	10 35		11 45	24	ar Bellows Falls. pe	120	2 49		3 40	7 55
5 45	10 40		11 50	pe	ar	2	2 44	....	....	7 50
6 19	11 07		12 16	33	....Bartonsville....	111	2 24		3 16	7 16
6 34	11 19		12 27	37	....Chester.....	107	2 14		3 07	7 03
6 51	11 33		12 40	....	....Gassets.....	...	2 03		2 56	6 47
7 07	11 45		12 54	46	....Cavendish....	98	1 51		2 45	6 32
7 14	11 50		12 58	....	....Proctorsville....	...	1 47		2 41	6 26
7 25	12 00		1 06	51	....Ludlow.....	93	1 37		2 33	6 15
7 49	12 16		1 24	....	....Healdville.....	...	1 24		2 19	5 55
7 55	12 21		1 29	....	....Summit.....	...	1 20		2 15	5 49
8 04	12 29		1 35	61	..Mount Holly...	83	1 14		2 09	5 40
8 14	12 37		1 43	63	..East Wallingford...	81	1 07		2 03	5 30
8 25	12 45		1 50	....	....Cuttingsville....	...	1 00		1 55	5 20
8 37	12 55		1 59	70	....Clarendon.....	74	12 51		1 45	5 07
9 00	1 15		2 15	arr	lve	12 34			1 30	4 45
P.M.				76	..Rutland 2.	68				A.M.
A.M.				lve	arr					P.M.
5 30	1 30	5 30	2 25	82	..Sutherland Falls..	62	12 29	4 25	12 45	8 10
5 50	1 44	5 44	2 39	....	....Pittsford.....	...	12 14	4 11	12 29	7 46
6 03	1 53	5 52	2 46	93	.. Brandon.....	51	12 05	4 04	12 20	7 34
6 25	2 06	6 06	3 02	....	....Whiting.....	...	11 49	3 47	12 03	7 07
6 43	2 19	6 18	3 15	103	....Salisbury.....	41	11 36	3 35	11 48	6 47
6 57	2 29	6 28	3 25	109	.. Middlebury..	35	11 25	3 25	11 36	6 25
7 17	2 43	6 44	3 40	117	.. New Haven....	27	11 11	3 04	11 23	6 03
7 45	3 01	7 00	3 58	122	....Vergennes....	22	10 51	2 42	11 04	5 30
8 00	3 12	7 12	4 10	....	....Ferrisburg....	...	10 39	2 28	10 51	5 10
8 06	3 17	7 17	4 15	128	.. North Ferrisburg..	16	10 34	2 24	10 46	5 04
8 19	3 25	7 25	4 24	....	....Charlotte.....	...	10 25	2 14	10 37	4 49
8 33	3 34	7 34	4 34	137	....Shelburne.....	7	10 15	2 03	10 27	4 30
8 50	3 45	7 46	4 45	144	.. Burlington 3...	0	10 02	1 46	10 15	4 09
9 10	4 00	8 00	5 00				9 45	1 30	10 00	3 45
A.M.	A.M.	P.M.	P.M.		ARRIVE] [LEAVE		A.M.	P.M.	A.M.	P.M.

1 Connect with Railways diverging from Brattleboro'.

2 Connect with Railways diverging from Rutland.

3 Connect with Vermont Central and steamer on Lake Champlain.

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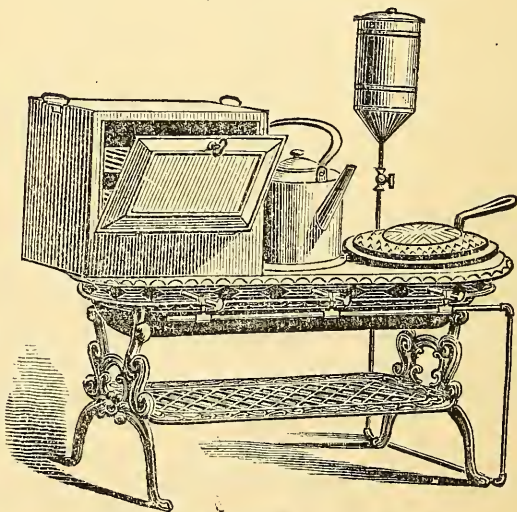
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EN ROUTE

From Niagara, Ogdensburg, Montreal, Quebec,

TO

*Burlington, Mt. Mansfield, Ticonderoga, Lake
George, Saratoga, Troy, Albany, New
York, Springfield, and Boston.*

THE ESTABLISHED ROUTE, VIA PLATTSBURG AND LAKE CHAMPLAIN,

offers the tourist and business man attractions possessed by no other line, being *shorter*, and combining less changes, and scenery more picturesque, historical, and romantic, than can be found in any other part of the American Continent, in the same distance.

Two trains leave Montreal and Ogdensburg daily, connecting at Plattsburg with the elegant and commodious steamers of the

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"Adirondack,"	-	-	-	Capt. W. H. FLAGG.
"Canada,"	-	-	-	Capt. WM. ANDERSON.
"United States,"	-	-	-	Capt. J. C. BABBITT.

FORMING TWO DAILY LINES EACH WAY THROUGH THE LAKE.

Connecting at Burlington with trains of Rutland Railroad for all eastern points; at Ticonderoga with steamer "Minnehaha," through Lake George, and at Whitehall with trains of Rensselaer and Saratoga Railroad for Saratoga, Troy, Albany, New York, and all Southern and Western points.

From Plattsburg, the point of embarkation to Whitehall, a distance of one hundred miles, the traveller witnesses on either side a continuous chain of beautiful mountain scenery. This, with the historical interest connected with this delightful sheet of water, makes the route both interesting and attractive.

**The only Route to Lake George, and only direct
Route to Saratoga.**

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and information can be obtained at the Ticket-offices at Niagara Falls; at the Company's office, 39 Great Saint James street, Montreal (adjoining St. Lawrence Hall); at the offices of the Grand Trunk Railway; on board of steamers; and at the General Office of the Company, Burlington, Vt.

O. C. MITCHELL,
General Superintendent.

MIDDLETOWN HEALING SPRINGS,

Middletown, Rutland Co., Vermont,

(Railroad Station, Poultney.)

The attention of tourists, and invalids particularly, is directed to these Springs, whose waters are very highly recommended by Physicians and all others familiar with THEIR WONDERFUL EFFECT ON DISEASE.

They are UNRIVALED as a REMEDY,
Refreshing as a Beverage,
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SUPERIOR TO ALL OTHER WATERS.

The location is delightful and healthy, and the region abounds with beautiful scenery, splendid drives, fine fishing, &c., &c.

*The Waters are FREE to all at the Springs,
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On the 12th of July, 1869, this Institution is opened as

A SUMMER RESORT,

and combines more elements of comfort than are usually found from home. The building is of brick, and is isolated from other buildings. Being in the centre of ten acres of lawn and grove, it is removed from noise and dust, and is emphatically a *Cool Retreat*. The gravel roads for miles in all directions are superior to macadamized roads. The scenery is of mountains, valleys, streams, and lakes, rarely equalled. At ordinary summer resorts the rule is the minimum of comforts and the maximum of prices. Here the rule is reversed.

Prices for board, from \$8 to \$12 per week, according to size and position of rooms.

For children under twelve years of age, and for servants, \$7 per week.

Transient boarders, \$2.50 per day.

MIDDLETOWN WATER FURNISHED FREE.

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No. 5 NORTH WILLIAM STREET, near Frankfort St., N. Y.
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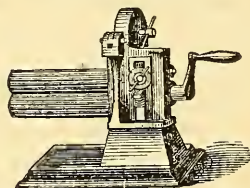
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For the Toilet this Soap has no equal. It preserves the complexion fair, the skin soft, flexible, and healthy. It removes all Dandruff, preserves the hair soft and silky, and prevents it from falling off.

It cures Pimples on the Face, Cracked or Chapped Hands, Salt Rheum, Frosted Feet, Burns, Fresh Cuts or Wounds of all kinds, all Diseases of the Scalp and Skin, and is a GOOD SHAVING SOAP.

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"I have used it for Catarrh in the head, making a suds and snuffing it through the nose, and it has cured me. I use it constantly for the TOILET, and consider it the BEST SOAP FOR THAT PURPOSE."

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Rev. J. R. ADAMS, Pastor of the M.E. Church Bloomfield, N. J., writes: "Of your Persian Healing Soap I can speak with confidence, and in high eulogy. 'It is a charm.' It heals with unusual rapidity. I don't want to be without it, &c."

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"It accomplishes all its claims."

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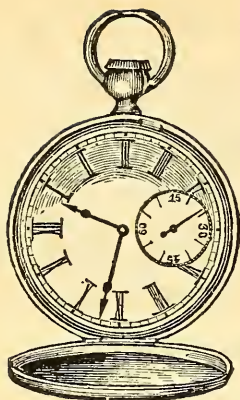
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The Celebrated Imitation Gold
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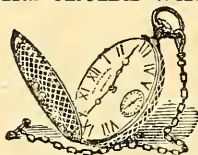
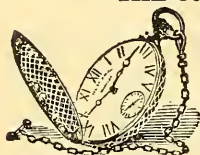
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CASES

OF THE

COLLINS METAL

(Improved Oroide.)



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This metal has all the brilliancy and durability of Gold; can not be distinguished from it by the best judges; retains its color till worn out, and is equal to Gold excepting in intrinsic value. All our Gentlemen's Watches are *Full-Jeweled Patent Levers*; those for Ladies an improved Escapement, better than a Lever for a small Watch; all in Hunting-Cases, and fully guaranteed by special certificate. The \$15 Watches are equal in neatness, style of finish, general appearance, and for time, to a Gold one costing \$150. Those for \$20 are of *extra* fine finish, and are fully equal to a Gold Watch costing \$200. Chains of every style, from \$2 to \$6. Also, Jewelry of the Collins Metal in every style.

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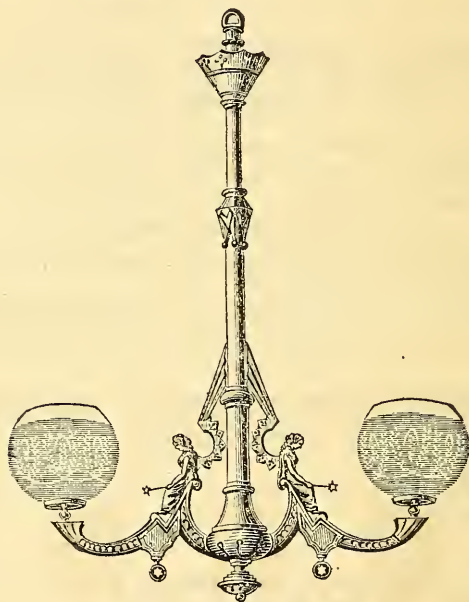
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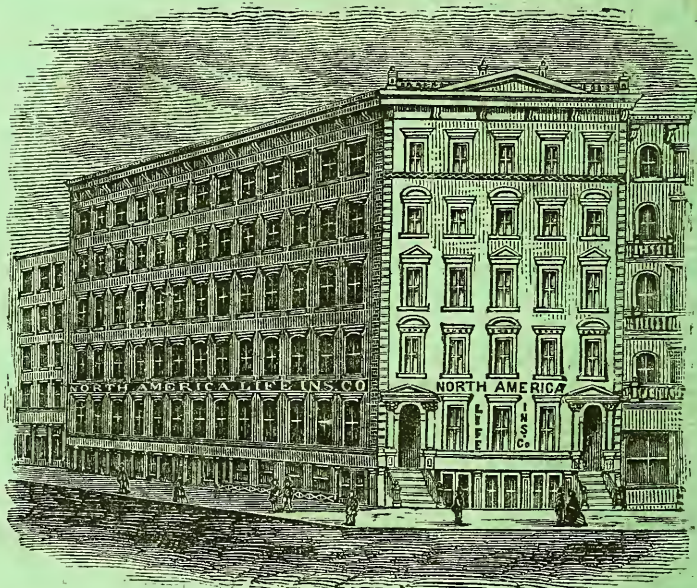
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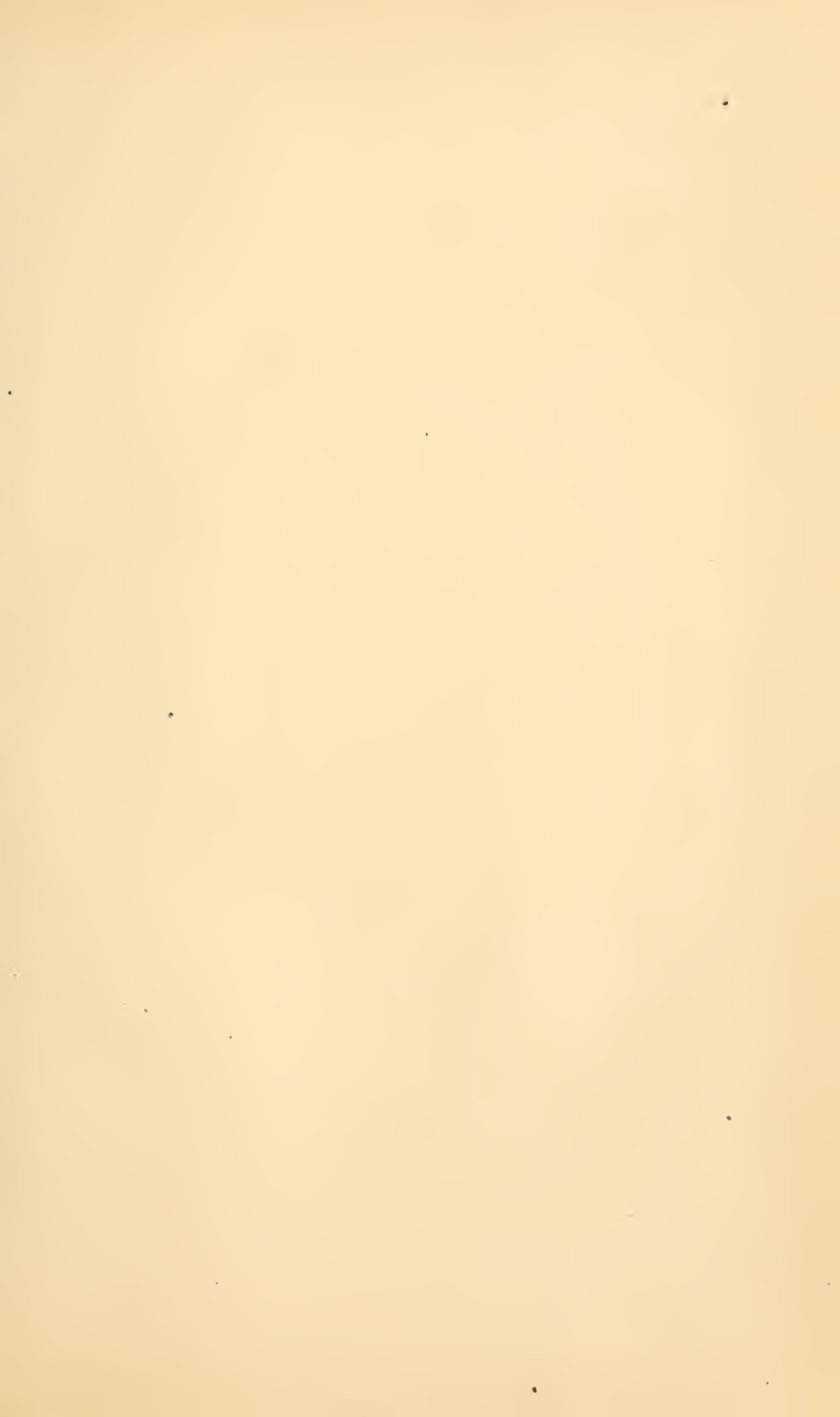
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